



SOUTHEAST FRAMINGHAM

LAND USE ANALYSIS

SEPTEMBER 2014



DRAFT



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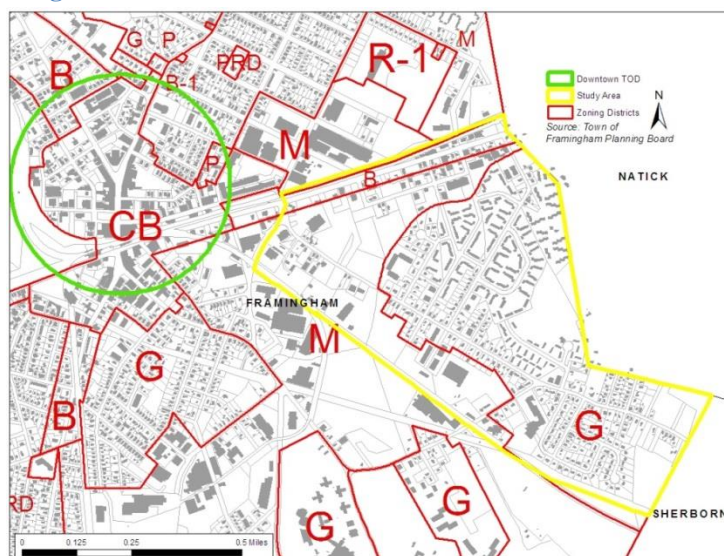
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Introduction

The Framingham Planning Board in conjunction with the Town Manager, the Department of Community & Economic Development, the Conservation Commission, the Department of Public Works, the Building Department, the Police Department, and the Parks & Recreation Department identified the need for a land use analysis of the Route 135/Waverly Street, Southeast Framingham area. The Town of Framingham recently embarked on an effort to develop a Transit Oriented Development (TOD) area within Downtown Framingham. The TOD area has been

Figure 1: SEFSA context with Downtown



identified as the area within a five minute walk of the Framingham Commuter Rail Station, located to the west of the Route 126 and 135 intersections as seen in Figure 1.

To support the efforts of the Town and the TOD the Planning Board conducted the Southeast Framingham Land Use Analysis (SEFLUA) with contributions from Town Staff and Departments. The SEFLUA studies what is known as the Southeast Framingham Study Area (SEFSA) which runs from the Natick Town Line, along the Massachusetts Bay Transit Authority (MBTA) Railroad Tracks, to the intersection of Route 135/Waverly Street with Blandin Avenue, south along the New Haven/Hartford/New York Railroad Tracks to the Sherborn Town Line, and over to the Natick Town Line (Figure 1).

within SEFSA has not occurred at the same rate as other similarly zoned areas within Framingham. Therefore, the Master Land Use Plan (2014) specifically states the need for review of land uses including, railroad yards, environmental and open space, transportation and destination, and parking areas within the SEFSA to develop policies, zoning amendments, and/or community programs to rejuvenate the area.

Through the review and analysis for the development of the Master Land Use Plan it may become clear to the Town why new development or redevelopment

SEFLUA reviews and analyzes the history, land uses, municipal resources available, the housing stock, open space, transportation options, zoning and permitting; the SEFLUA provides an analysis of the SEFSA's strengths, weaknesses, opportunities, and threats; the SEFLUA then provides recommendations to the Town for future land uses within the SEFSA. Through the SEFLUA, the Town will establish a baseline report to provide background information for the Town to launch the appropriate next steps for setting a direction for the redevelopment of the SEFSA. The goal of the SEFLUA is to provide the Town with the necessary tools to create a thriving area which is redeveloped in a manner that is supportive of the residents and community within the SEFSA and surrounding areas.

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Section I - Zoning and Land Use Analysis

1.A History of the SEFSA

The Southeast Framingham Study Area (SEFSA) has a long history of industry and residential development to support the economic upturns of the Town. Since the annexation of land from Natick and Sherborn, the SEFSA has increased in both land area and population as a direct result of manufacturing and an abundance of resources.

In the early days of the SEFSA there were few roadways; a majority of travels were conducted by horses along narrow roads and paths. In 1824, the Central Turnpike, Framingham's second turnpike was constructed. The Central Turnpike connected Boston, MA with Hartford, CT. Several years after the construction of the Central Turnpike, the railroad was constructed. In 1834, Framingham saw the first locomotive travel along the railroad tracks from Wellesley through Natick Center to Framingham and onto Unionville (Hopkinton).¹

It wasn't until the late 1800s when manufacturing within close proximity of SEFSA started to accelerate. In 1870, the construction of what is now the Dennison Triangle was constructed by Para Rubber Shoe Company. Para would become the second largest employer within Framingham. Para employed a large number of Brazilians, and in 1880 the Framingham Brazil connection was established. Para flew the American, Spanish, and Portuguese flags on a regular basis. To support the growth of manufacturing within Framingham, there was a demand for residential housing near this important employer. In 1871, roughly 100 acres of Old West Natick was sold to Framingham. This land area would become part of South Framingham and would support the workers of Para. The area to the south of the railroad tracks to Beaver Dam Brook known as the Para District was densely populated and housed many of Para's employees. Para employees spilled over into Sherborn, an area known as Sherbornville. (Herring, 2000)

In 1891, Para closed its doors and Framingham lost more than 1,000 jobs. A short time later in 1892, the Hickory Wheel Company, a bicycle manufacturer occupied a small portion of the former Para Rubber Shoe Manufacturing Buildings. Although Hickory could not fill the void of 1,000 jobs, they were able to create 50 new jobs. This new business established Framingham as a bicycle manufacturing town. (Herring, 2000)

In 1897, the first Boston Marathon traveled down Route 135/Waverly Street. The twenty-five mile road race traveled from Ashland to Boston and would become the longest running marathon in the world. Additionally, Dennison Manufacturing moved its operations from Roxbury, MA to Framingham. Dennison would become one of Framingham's largest employers. (Herring, 2000)

¹ Source: Herring, Stephen W. Framingham: An American Town. The Framingham Historical Society. 2000

The 1920s brought about one of the two largest housing booms within the SEFSA. One major event that caused the increase in the number of housing was the Sherborn Annexation. This Annexation would expand Framingham's boundary to include 526 acres, which was gifted by the Town of Sherborn and was the last boundary change in Framingham. The Annexation brought 600 additional residents to Framingham including over 100 children, which resulted in the construction of the Woodrow Wilson School in 1929 on Leland Street. The Great Depression dramatically reduced the number of residential homes constructed. The second of the two large housing booms started in the late 1940s but accelerated in the 1950s. Major contributors to this boom included the end of World War II, the expansion of the General Motors Facility, and the continued success of Dennison Manufacturing. The only condition for the Sherborn Annexation was that Framingham had to expand its water system to Sherborn. In 1925, after a successful vote at Town Meeting the annexation was complete. The annexation would bring Framingham's total land area to 14,543 acres (25.65 square miles) where it remains today. (Herring, 2000)

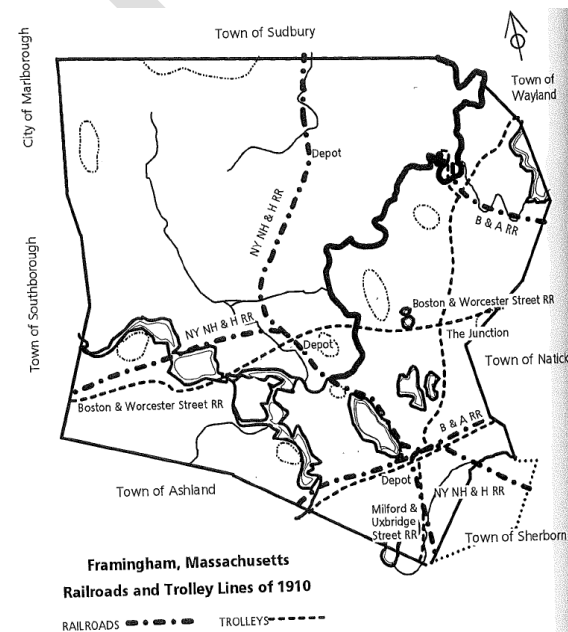
The Stock Market Crash of 1929 did not hinder Framingham's growth. During this time Framingham's business district was expanding and new housing was being constructed throughout the Town. It was not until 1931 that Framingham felt the effects of the economic downturn. (Herring, 2000)

During the 1940s Framingham experienced a high demand for housing consequently spurred the development of single family homes. The development of housing in the forties was only a primer for what would occur in the 1950s. Following World War II, new homes, new job creation, and the quality of life in Framingham significantly improved. The primary builders in Framingham were Paul Livoli and the Campanelli Brothers. (Herring, 2000)

In 1947, Framingham would once again see new jobs created with the construction of the twenty acre General Motors assembly plant in South Framingham. The first car rolled off the line in 1948, which would create more than 3,500 jobs within the Town. In the 1950s, the General Motors plant would be one of the Commonwealth's leading industries, but in 1989 the plant closed. In addition to the loss of General Motors, Dennison Manufacturing closed its doors in the 1990s, another significant loss to Framingham. (Herring, 2000)

In 1960 General Chemical took over the former Gulf Oil Corporation facility for solvent storage and distribution. Due to contamination and environmental issues experienced by the company's operation, General Chemical closed in 2012.²

Figure 2: Sherbornville Annexation



Source: Herring, Stephen W., *Framingham: An American Town*. The Framingham Historical Society. 2000

² Swinconeck, John. Framingham residents incensed over General Chemical hazardous waste area. Boston Globe. April 5, 2013.

I.B Review of the SEFSA

I.B.1 The Southeast Framingham Study Area

The Southeast Framingham Study Area (SEFSA) was established by using landmarks, geographic separations, and natural resources and is located in Southeast Framingham along Route 135/Waverly Street, formerly as the Old Central Turnpike. Route 135/Waverly Street serves as a major connector between Downtown Framingham and Downtown Natick, as well as an access road to Route 9/Worcester Road. This SEFSA also intersects with Route 126 in Downtown Framingham.

The SEFSA contains multiple diverse land uses, ranging from vacant parcels, junk yards, automotive retail, and service stations to commercial/residential, office space, in addition to both single family and public residential housing.

I.B.2 SEFSA Boundaries

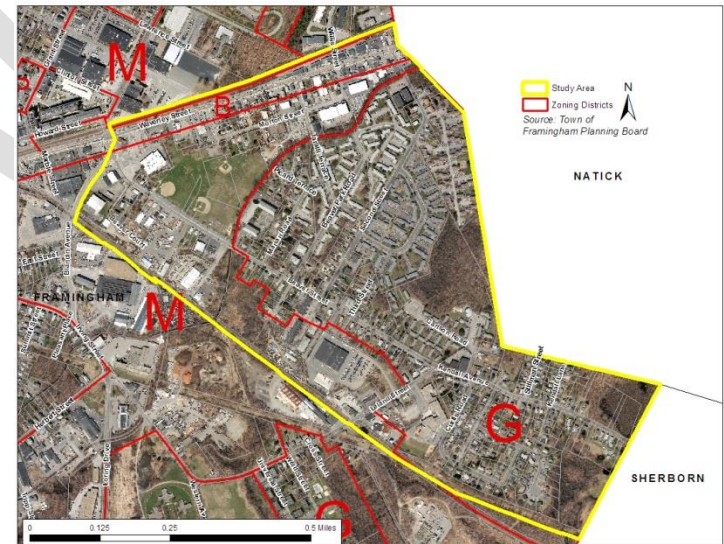
The boundaries of the SEFSA are as follows:

- North Boundary: Massachusetts Bay Transit Authority (MBTA) Railroad Tracks
- East Boundary: Natick/Framingham Town Line
- Southeast Boundary: Sherborn Town Line
- West/Southwest Boundary: Intersection of Bishop/Blandin Avenue with Route 135/Waverly Street,
New Haven/Hartford/New York Railroad tracks to the Sherborn Town Line.

I.B.3 Zoning Districts

The SEFSA contains the following Zoning Districts: Business (B), General Residence (G), and General Manufacturing (M) (). The SEFSA is bound by several different zoning districts which include the Central Business (CB) Zoning District to the west and a mixture of the G Zoning District and M Zoning Districts to the north and west. Zoning to the east of the SEFSA in Natick, includes the Limited Commercial Zoning District on the north side of Route 135/Waverly Street and a Residential-General Zoning District on the south side Route 135/Waverly Street³.

Figure 3: SEFSA Boundaries



³ PGC Associates, Inc., Town of Framingham Route 135 Corridor: Zoning and Land Use Analysis. June 30, 2014.

The Business (B) Zoning District – Zone B District within SEFSA runs parallel to the north and south of Route 135/Waverly Street. The northern boundary of Zone B District is the MBTA commuter railroad tracks while the southern boundary is set back approximately one hundred feet from the right-of-way. It is the intent of Zone B District “[t]o provide the business community of Framingham with an appropriate location for commerce.” The Zone B District also allows all uses that are permitted in Zone G District, which, in turn, allows all uses allowed in the Single Residence Zone. (PGC Associates, Inc., 2014)

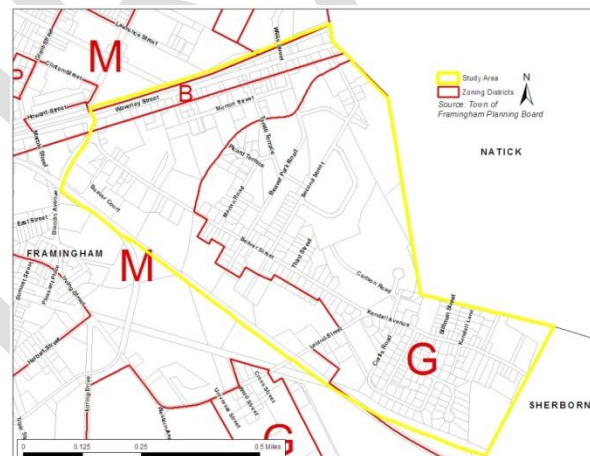
The General Residence (G) Zoning District – The Zone G District comprises most of the southwest portion of the SEFSA. Zone G District contains a majority of the area’s residential dwellings along with several commercial and manufacturing operations. The intent of the Zone G District is to allow for the expansion of the Single Family Residential Zone, by allowing for two-family dwellings via a special permit from the Zoning Board of Appeals.

The General Manufacturing (M) Zoning District - The Zone M District comprises the area to the south of the Zone B District. The Zone M District contains a mixture of residential, manufacturing, office, commercial, and open space uses within the SEFSA. The intent of the Zone M District is “[t]o promote technological and light industrial development so as to enhance employment and economic vitality by allowing a certain mix of land uses at a higher density...” (PGC Associates, Inc., 2014)

I.B.4 Zoning Parcels

Throughout Framingham, it is typical to find parcels of land containing more than one zoning district. Many parcels situated to the south of Route 135/Waverly Street are split between Zones B and M Districts. There are a total of 34 multi-zoned parcels within the SEFSA. (PGC Associates, Inc., 2014)

Figure 4: SEFSA Zoning



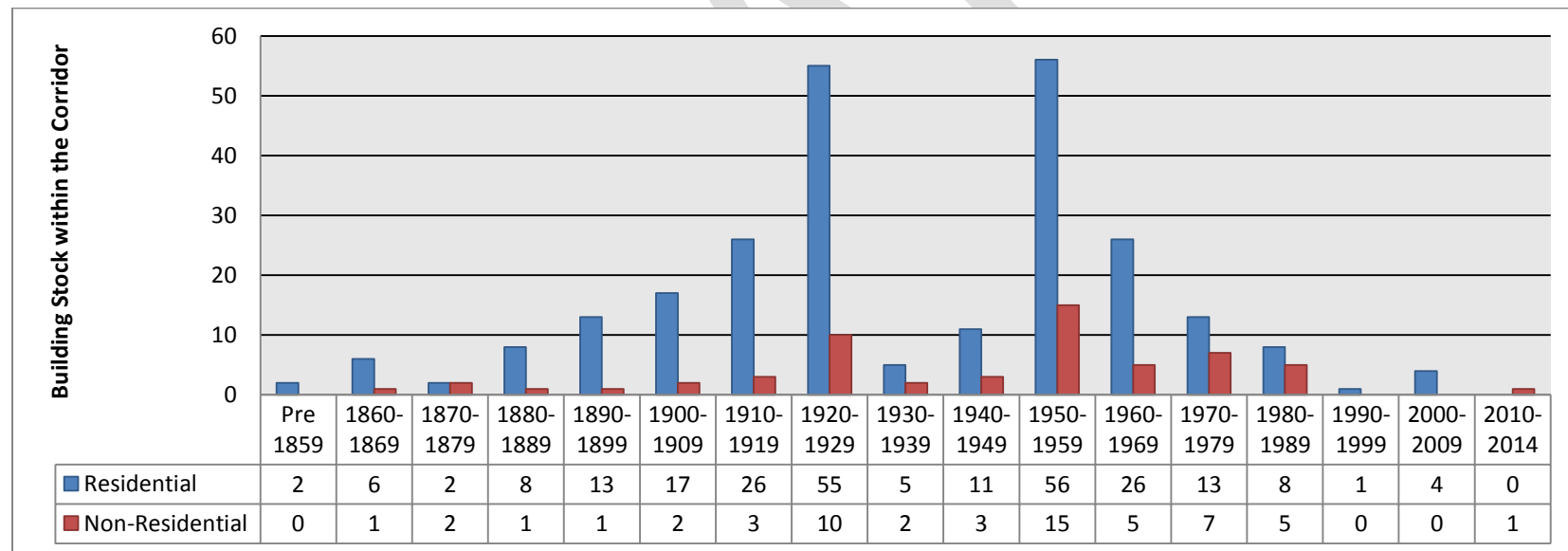
I.C Land Use Analysis

The SEFSA contains 275 acres of total land area, 20 streets, and a total of 365 properties. It is comprised of Zones B, G, and M Districts. Guidance for land uses within these Zoning Districts can be found in the Sections III.B., III.C.5., and III.G. of the Framingham Zoning By-law.

The SEFSA consists predominately of residential uses, which comprises 71 percent of the properties. Only 29 percent of the properties within the SEFSA are utilized as either non-residential use or are vacant land.

There are 130 pre-existing non-conforming properties located within the SEFSA which do not meet required zoning standards (such as setbacks and lot size) due to years of zoning amendments. For example, in 1948, the minimum lot area requirement was 4,000 square feet for any principal use and subsequently increased to 6,000 square feet for any principal use in the 1980s, resulting in the majority of the lots falling into a non-conforming status. This area contains older building stock, with a majority of the construction having occurred between 1920-1929 and 1950-1959. Only five buildings have been constructed since 2000.

Figure 5: Age of Building Stock



The following streets contain all residential dwelling lots: Alla Street, America Street, Beaver Park Road, Carlson Road, Curtis Road, First Street, Kendall Lane, Kendall Avenue, Marrian Road, Picard Terrace, and Third Street. Residential uses include single, two, multi-family, and

condominium dwellings. It is not uncommon to see single family dwellings positioned next to two or three family dwellings within these neighborhoods.

For streets that are multi-zoned, such as Taralli Terrace, Second Street, Leland Street, and Beaver Street, there is a mixture of uses. For example, Leland Street has a distinct separation between the Zone M and Zone G Districts, which is evidenced by the separation of manufacturing and commercial buildings from the residential dwellings. The uses at 120-146 Leland Street include manufacturing, fuel tank storage, office buildings, and a car wash, whereas the uses at 155-178 Leland Street are single, two, and multi-family residential dwellings.

Beaver Street and Waverly Street are the two major roadways in the SEFSA. These two roadways contain the widest diversity of uses that range from residential, auto repair, auto sales, office, commercial, restaurant, junk yards, warehouse, etc. Beaver Street contains the most non-conforming land uses within the SEFSA; roughly 9 out of 67 properties along this street are non-conforming in regards to use. All 9 of these properties are residential homes located within the Zone M District.

Table 1: Analysis of Land Uses

Street Name	Number of Parcels	Single Family	Two Family	Three Family	Commercial/non -residential Use	Use Non- Conforming	Non-Conforming Lot Area ⁴	Zoning District
Alla St	5	5	--	--	--	--	3	G
America St	21	18	2	--	1	--	15	G
Beaver Park Rd	2	--	1	1	--	--	1	G
Beaver St	67	21	19	5	22	9	20	G/M
Carlson Rd	1	--	--	1	--	--	--	G
Coolidge St	3	1	--	--	2	1	1	M
Curtis Rd	29	27	1	--	1	--	1	G
First St	7	3	3	--	1	--	--	G/M
Kendall Ave	48	31	7	3	7	--	25	G
Kendall Lane	13	8	--	2	3	--	8	G
Leland St	20	1	5	3	11	--	4	G/M

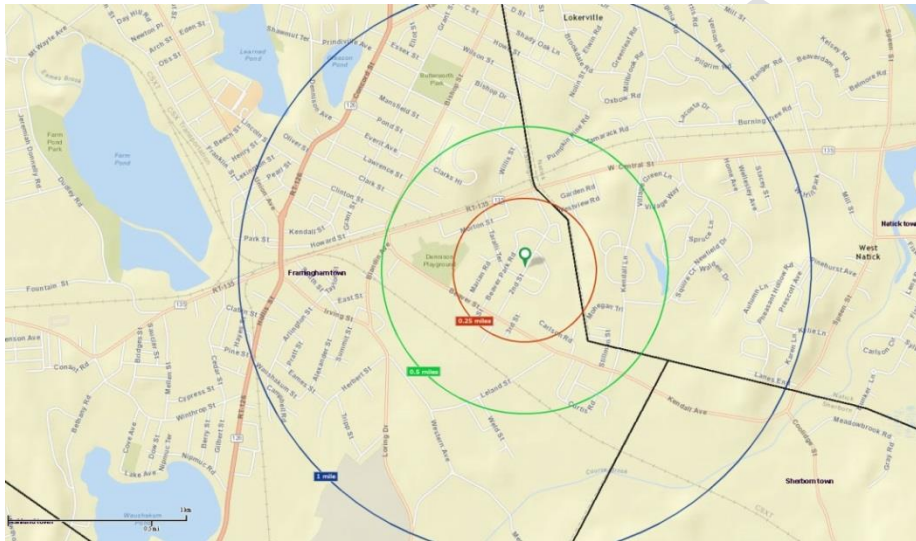
⁴ Based on the 2013 Framingham Zoning By-law, Section IV.G.2 Dimensional Requirements

Marian Rd	15	8	6	1	--	--	1	G
Morton St	16	--	1	3	12	4	3	M
Picard Terrace	8	--	8	--	--	--	--	G
Second St	35	16	5	10	4	1	19	G/M
Stillman St	12	10	--	--	2	--	9	G
Taralli Terrace	7	1	2	2	2	5	4	M/B
Third St	11	8	3	--	--	--	6	G
Waverly St	43	1	4	3	35	--	10	B
Willis St	2	--	--	--	2	--	--	M
Totals	365	159	67	34	105	20	130	N/A

I.D Demographics of the SEFSA

In order to gain an understanding of who lives in the SEFSA, the area's demographics were based on an area that is a quarter-mile, half-mile, and one-mile radius of its approximate center point identified as 82 Second Street (Data Source - Environmental Science Research Institute). The Community Analyst data tool was used to gather statistics on population, education, race, housing, income, and other information in the SEFSA and its surrounding neighborhoods. The surrounding neighborhoods include the northwestern corner of Sherborn and the southwestern corner of Natick. Data is based on the U.S Decennial Census, American Community Survey, and projections computed by ESRI. In sum, those living closer to the center of the SEFSA reside in a low income housing development and are more diverse, less educated, earns lower wages, and has a higher unemployment rate.

Figure 6: Demographic Radii



Source: U.S. Census Bureau, Census 2010 Summary File 1

Table 2: Population

	0.25 mile	0.5 mile	1 mile
Total Population	3,148	6,631	19,060
White Alone	45.8%	52.6%	59.1%
Black Alone	17.2%	11.9%	8.6%
American Indian Alone	0.6%	0.4%	0.4%
Asian Alone	1.1%	6.0%	6.7%
Pacific Islander Alone	0.0%	0.0%	0.2%
Some Other Race Alone	27.9%	21.7%	17.5%
Two or More Races	7.4%	7.4%	7.5%
Hispanic Origin	57.1%	36.5%	23.9%
Diversity Index	87.8	84.2	77.0

I.D.1 Population

The population closer to the center of the SEFSA is younger, more diverse, and has not grown or declined significantly in recent years. In 2000, there were 6,815 people within the half-mile radius, 6,631 in 2010, and 6,903 forecasted for 2019. Roughly 10 percent of the Town's population lives in the SEFSA. As of the 2010 decennial Census more than 34 percent of the population within a quarter miles of the center was under the age

of 18. A diversity index measures the probability that two people from the same area will be from different race/ethnic groups. According to the 2010 Census the area within a quarter-mile of the center contained a diversity index of 87.8 percent. In other words, if two people were randomly chosen from within a quarter mile of 82 Second Street there is an 87.8 percent chance that they will be from different race/ethnic groups.

I.D.2 Education and Labor Force

Residents within the SEFSA are generally less educated than residents elsewhere in the Town. Statistical forecasts based on the 2010 US Census show a high percentage (56.7 percent) of residents over the age of 25 inside the quarter-mile radius that did not go to high school, did not receive a high school diploma, or graduated from high school, as shown in Table 3. Conversely, residents over the age of 25 outside of the quarter-mile radius are forecasted to be more educated achieving Bachelor's Degrees and Graduate/Professional Degrees.

Table 3: Education

	0.25 mile	0.5 mile	1 mile
Total	1,835	4,228	13,288
Less than 9th Grade	8.0%	8.7%	7.3%
9th - 12th Grade, No Diploma	21.0%	11.1%	9.9%
High School Graduate	27.7%	24.1%	23.1%
GED/Alternative Credential	5.8%	3.4%	2.9%
Some College, No Degree	16.6%	15.1%	16.1%
Associate Degree	5.3%	4.0%	4.1%
Bachelor's Degree	13.8%	23.5%	22.8%
Graduate/Professional Degree	1.9%	10.1%	13.8%

The unemployment rate for the quarter-mile radius is forecasted in 2014 to be 8.4 percent, which is three percent higher than the half-mile radius and the one-mile radius. In all three radii's, the top two industries of employment are forecasted to be the Service industry and the Retail Trade industry.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019. Esri converted Census 2000 data into 2010 geography.

I.D.3 Income

The median household income is lower in the quarter-mile radius as compared to the half- and one-mile radius. Table 4 shows the expected forecasts for 2014 and 2019 in each radius. It is important to note that the average household size is larger in the quarter-mile radius and diminishes in the one-mile radius, as shown in Table 5. Analyzing Table 4 and Table 5 together shows that the number of people living in a household is larger closer to the center of the SEFSA and these families are earning smaller wages, which results in financial hardship and dependence on government assistance.

Table 4: Median Household Income

	0.25 mile	0.5 mile	1 mile
2014	\$29,210	\$41,178	\$50,057
2019	\$32,340	\$44,568	\$55,353

Source: U.S. Census Bureau, Census 2010 Summary File 1.

ESRI forecasts for 2014 and 2019. ESRI converted Census 2000 data into 2010 geography.

Table 5: Household Summary

	0.25 mile	0.5 mile	1 mile
2014 Households	1,159	2,713	7,521
2014 Average Household Size	2.92	2.46	2.42
2019 Households	1,257	2,790	7,756
2019 Average Household Size	2.91	2.47	2.43

Source: U.S. Census Bureau, Census 2010 Summary File 1.

ESRI forecasts for 2014 and 2019. ESRI converted Census 2000 data into 2010 geography.

I.D.4 Housing Demographics

Total housing units within the SEFSA are predominantly renter occupied as opposed to owner occupied or vacant, closer to the center of the SEFSA. The quarter-mile radius contains the lowest percentage of vacant housing units. Statistics show that housing units within the quarter-mile radius are valued lower as compared to those in the half-mile radius and the one-mile radius. However, the Framingham Assessor's property records indicate a large number of the single family homes are owner occupied.

Table 6: Housing Unit Summary

	0.25 mile	0.5 mile	1 mile
2000 Housing Units	1,108	2,769	7,658
Owner Occupied Housing Units	7.9%	27.8%	36.0%
Renter Occupied Housing Units	91.7%	70.5%	62.2%
Vacant Housing Units	0.5%	1.7%	1.8%
2010 Housing Units	1,105	2,862	7,907
Owner Occupied Housing Units	8.6%	24.0%	35.6%
Renter Occupied Housing Units	88.4%	70.1%	58.5%
Vacant Housing Units	3.0%	5.9%	6.0%
2014 Housing Units	1,183	2,940	8,133
Owner Occupied Housing Units	8.4%	23.1%	35.5%
Renter Occupied Housing Units	89.6%	69.2%	57.0%
Vacant Housing Units	2.0%	7.7%	7.5%
2019 Housing Units	1,288	3,053	8,438
Owner Occupied Housing Units	8.0%	22.2%	35.6%
Renter Occupied Housing Units	89.6%	69.1%	56.4%
Vacant Housing Units	2.4%	8.6%	8.1%

Table 7: Median Home Value

	0.25 mile	0.5 mile	1 mile
2014	\$219,444	\$254,293	\$286,882
2019	\$300,000	\$344,167	\$390,381

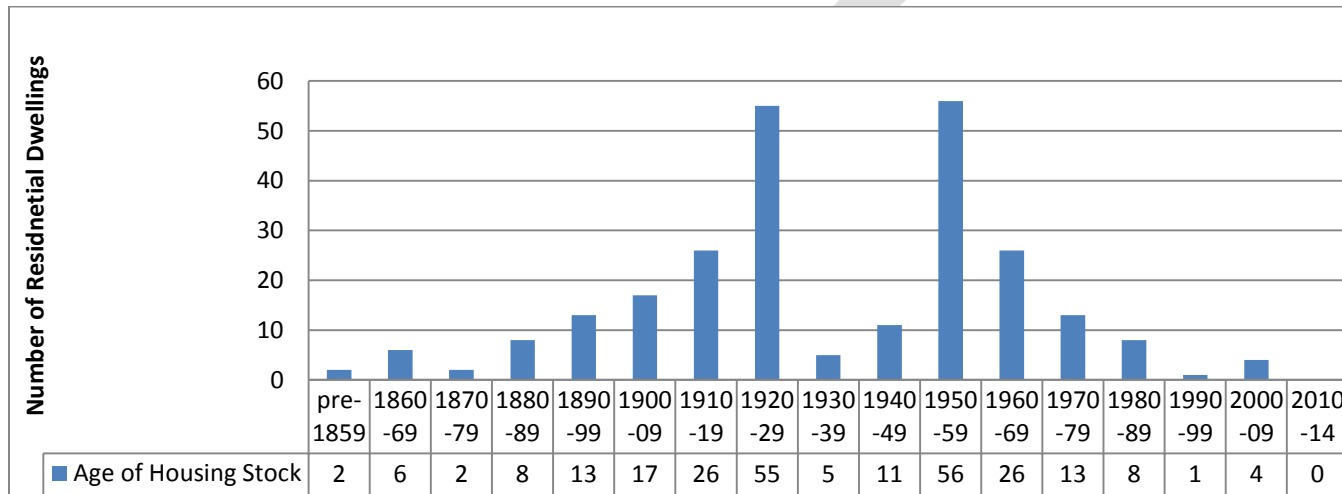
Source: U.S. Census Bureau, Census 2010 Summary File 1. ESRI forecasts for 2014 and 2019. ESRI converted Census 2000 data into 2010 geography.

The Corridor consists of a large amount of subsidized housing within three housing developments - Pelham Apartments, Beaver Terrace Apartments, and Cochituate Homes Cooperative. The Pelham Apartments were constructed in 1967 and are comprised of 540 units that range from one- to three-bedrooms. The Pelham Apartments offers subsidized and market rate rental units. Beaver Terrace Apartments, owned and operated by the Framingham Housing Authority, is made up of 254 one- to three-bedroom total units of which 218 are Section 8 assisted living units. The distribution of units is 73 one-bedroom units, 83 two-bedroom units, and 62 three-bedroom units. The Cochituate Home Cooperative has 160 units, all of which are Section 8 assisted living units.

The age of the housing stock has a direct correlation between the two historic housing booms, economic growth in industries, and major events in Framingham. Roughly, 44 percent (111 residential dwellings out of 253) were constructed during the 1920s and the 1950s, as seen in Figure 7. Over 94.86 percent of the housing stock within the SEFSA is over 34 years old. Therefore, it can be assumed that over 90 percent of the housing stock was

constructed prior to the ban of lead paint in 1977 which may pose a health and safety issue for residents of these homes which have not undertaken lead paint removal.

Figure 7: Age of Housing Stock



I.E Existing Land Use Regulations

I.E.1 Land Use Permitting

Town government is located in the Memorial Building, 150 Concord Street, less than one mile from SEFSA. Town government is comprised of a Board of Selectmen, Planning Board, Community & Economic Development Department, Conservation Commission, Board of Health, Department of Public Works, Police Department, Fire Department, Disabilities Commission, Assessors, Town Clerk, and Treasurer who all participate in the review of permitting within the Town.

I.E.1.a Board of Selectmen

The Board of Selectmen is comprised of five elected voting members, who meet bi-monthly, predominately on Tuesday nights from 7:00pm to 10:00pm. The role of the Board of Selectmen is to serve as the policy makers and licensing authority for various land use activities, from the sale of used cars to earth removal, in addition to taxations, and serve as the keepers of the roadways. (Brobrowski, 2011).

I.E.1.b Planning Board

The Planning Board is comprised of five elected voting members. The Planning Board meets on a weekly basis, predominately on Thursday nights from 7:00pm to 10:00pm. The Planning Board was established by Massachusetts General Law, Chapter 41, Section 81A, for municipalities with a

population of 10,000 or more. The Planning Board serves as the site plan review and subdivision review Board for the Town. Additionally, the Planning Board acts as the special permit granting authority for a majority of the special permits granted by the Town. Other roles of the Planning Board in Framingham include drafting and submitting zoning amendments for the Zoning By-law and Zoning Map, drafting and adopting the Town's Master Plan, in addition to other comprehensive plan development.⁵

I.E.1.c Zoning Board of Appeals

The Zoning Board of Appeals is comprised of three voting members, and four associate members all who are appointed by the Board of Selectmen. The Zoning Board of Appeals meets monthly, predominately on the second Tuesday from 7:00pm to 10:00pm. The Zoning Board of Appeals was established by Massachusetts General Law, Chapter 40A, Section 12 to serve as a special permit granting authority, permit-granting authority in awarding variances, hear appeals of administrative decisions made by the Building Commissioner, and submit zoning amendments for consideration.⁶

I.E.1.d Conservation Commission

The Conservation Commission is comprised of five voting members who meet bi-monthly, predominately on Wednesday nights from 7:00pm to 10:00pm. The Conservation Commission was established by the Massachusetts General Law, Chapter 40, Section 8C to administer the Wetlands Protection Act, under Massachusetts General Law, Chapter 131, Section 40. Additionally, the Conservation Commission is responsible for Town conservation lands and acts as an advisory board to the special permit granting authority. (Bobrowski, 2011)

I.E.1.e Board of Health

The Board of Health is comprised of three voting members appointed by the Board of Selectmen. The Board of Health meets monthly, predominately on Wednesday nights from 7:00pm to 10:00pm. The Board of Health was established by Massachusetts General Law, Chapter 111, Section 26 and Chapter 41, Section 1 to protect the public health and welfare of the community, in addition to assisting the Planning Board in the review of Subdivisions. (Bobrowski, 2011)

I.E.2 Applicable Zoning Regulations

The Framingham Zoning By-law and the General Rules and Regulations govern Framingham's land-uses and development. The Zoning By-law provides descriptions of zones, districts, and allowed used within Framingham. A Zoning District within the Zoning By-law specifies the permitted density level, allowed uses, dimensional regulations, and clearly outlines the constraints for each District.⁷

⁵ Massachusetts General Law, Chapter 41, Section 81A

⁶ Bobrowski, Mark. Handbook of Massachusetts Land Use and Planning Law, 3rd Edition. Wolters Kluwer, Law & Business and Aspen Publishers. 2011

⁷ Daniels, Thomas; John Keller, Mark Lapping, Katherine Daniels, James Segedy. The S30mall Town Planning Handbook, 3rd Edition. APA Planners Press. 2007.

I.E.2.a Dimensional Regulations

Section I.E.2.a Dimensional Regulations, sets forth the requirements as prescribed in the Framingham Zoning By-law, Section IV.G.2. Table of Dimensional Regulations, Table 8. This Table clearly defines the dimensional requirements for each allowed use, located within specific Zoning Districts. The information provided in Section I.E.2.a is reflected in the Land Use Chart, Appendix A, which provides an overview of the properties within the SEFSA that are conforming and non-conforming for dimensional regulations.

Table 8: Dimensional Regulations

District		Lot Minimum		Minimum Setback		Building Maximum			
		Area (sf)	Frontage (feet)	Front (feet)	Side (feet)	Minimum Landscaped Open Space Surface Ratio	Height	Lot Coverage	Floor Area Ratio
Business (B)	Any Non-Residential Use	6,000	50	25	15	20%	6/80	—	0.32
	Any Residential Use	8,000	65	30 or more	10	30%	3/40	35%	—
General Residence (G)	One or Two Family detached	8,000	65	30 or more	10	30%	3/40	35%	—
	Any Other Principal Use	43,560	150	30 or more	30	50%	3/40	15%	—
General Manufacturing (M)	Any Non-Residential Use	6,000	50	50	15	20%	6/80	—	0.32
	Any Residential Use	8,000	65	30 or more	10	30%	3/40	35%	—

Source: Framingham Zoning By-law, October 2013

*Minimum front setback as regulated, except where building lines have already been established in which case building lines must be maintained; to be used for landscaping, pedestrian and vehicular access. Additional uses within the front setback in the CBD are listed under Section Iv.G.11.a, herein. No parking in the front setback.

**A portion of this requirement may be provided in the public right of way (street trees, etc.)

I.E.2.b. Site Plan Review

Site Plan review establishes a criteria for the layout, scale, appearance, safety, and environmental impacts of commercial and industrial development to help projects fit into the scale of the community (Bobrowski, 2011). The Framingham Zoning By-law, Section IV.I Site Plan

Review provides an outline for the review of projects that are required to seek site plan review approval. The Framingham Planning Board is the permit granting authority for Site Plan Review. Under Section IV.I. Site Plan Review, there are two different classifications of review; these classifications include Minor Site Plan Review and Major Site Plan Review.

I.E.2.b.1 Minor Site Plan Review

Minor Site Plan Review is triggered when any new structure, group of structures, or redevelopment of structures results in the development of any off-street parking or loading facilities and is less than 8,000 square feet of gross floor area. Residences requiring fewer than five parking stalls are exempt from Site Plan Review.

I.E.2.b.2 Major Site Plan Review

Major Site Plan Review is triggered when any new structure, group of structures, or redevelopment of structures are greater than 8,000 square feet or is within 200 feet of a residential zoning district. It is also triggered when any substantial improvement, alteration, or change in use results in an increase of 3,000 square feet of new gross floor area, or results in a floor area ratio (FAR) greater than 0.32. Due to the close proximity of residential zoning districts within and abutting the SEFSA, it can be assumed that a majority of the parcels would trigger Major Site Plan Review if they were to be redeveloped or developed with new construction.

I.E.2.c Special Permits

The Town of Framingham has numerous special permits. Some uses within Framingham are only permitted by a special permit (Table 9 below). The Zoning By-law clearly defines specified types of uses which are only permitted in specific zoning districts upon the issuance of a special permit granted by the special permit granting authority (Bobrowski, 2011). In Framingham, the Planning Board and Zoning Board of Appeals is the special permit granting authorities. Table 9, below is a list of uses that require a special permit and specifies which Board is the special permit granting authority.

Table 9: Special Permit

Use Category	General Residential (G)	Business (B)	General Manufacturing (M)
Two- Family Residential¹	SPZBA	SPZBA	Not Allowed
Licensed nursing/convalescent home²	SPZBA	SPZBA/SPPB	SPZBA/SPPB
Private or public golf club on parcel of at least 50 acres²	SPZBA	SPZBA/SPPB	SPZBA/SPPB
Outdoor recreational facilities²	SPZBA	SPZBA/SPPB	SPZBA/SPPB
Day care for elderly²	Not Allowed		SPZBA/SPPB

Indoor amusement facility²	Not Allowed	SPZBA/SPPB	SPZBA/SPPB
Breeding and raising fur-bearing animals and dogs³	SPZBA	SPZBA	SPZBA
Kennels for boarding of dogs³	SPZBA	SPZBA	SPZBA
Veterinary services⁴	Not Allowed	Allowed	SPZBA/SPPB
Mortuary, undertaker, or funeral establishment⁴	Not Allowed	Allowed	SPZBA/SPPB
Restaurant⁴	Not Allowed	SPZBA/SPPB	SPZBA/SPPB
Fast Food Establishment⁴	Not Allowed	Allowed	SPPB
Drive thru⁴	Not Allowed	SPPB	SPPB
Financial institution drive thru one lane only⁴	Not Allowed	SPPB	SPPB
Accessory drive thru⁴	Not Allowed	SPPB	SPPB
Gasoline service station⁴	Not Allowed	SPZBA/SPPB	SPZBA/SPPB
Outdoor entertainment facility⁴	Not Allowed		SPPB
Parking facility⁴	Not Allowed	Allowed	SPPB
Radio or Television Studio⁴		Allowed	SPZBA/SPPB
Landscaper⁴		Allowed	SPPB
Carwash⁴	Not Allowed	SPPB	SPPB
Automobile repair⁴	Not Allowed	SPZBA/SPPB	SPZBA/SPPB
Automobile dealer⁴	Not Allowed	SPZBA/SPPB	SPZBA/SPPB
Used car dealer⁴	Not Allowed	SPZBA/SPPB	
Automobile storage⁴	Not Allowed	SPZBA/SPPB	SPZBA/SPPB
Motel⁴	Not Allowed	Allowed	SPPB
Hotel⁴	Not Allowed	SPZBA/SPPB	SPPB

Research & development⁵	Not Allowed		Allowed
Limited manufacturing⁵	Not Allowed	SPZBA/SPPB	Allowed
Retail dealers⁵	Not Allowed	SPZBA/SPPB	Allowed
Retail and wholesale ice dealers⁵	Not Allowed	SPZBA/SPPB	Allowed
Vehicle storage yard⁵	Not Allowed	SPZBA/SPPB	Allowed
Contractor yard or shop⁵	Not Allowed		SPPB
Indoor recycling facility⁵	Not Allowed		SPPB
Commercial or private landfill, refuse incinerator, solid waste disposal or processing facility⁵	Not Allowed	Not Allowed	SPPB
Storage and distribution facility⁵	Not Allowed		SPPB
Yard for storage and sale of used building and junk materials⁵	Not Allowed	Not Allowed	SPPB

Source: Framingham Zoning By-law, October 2013

SPZBA – Special permit granted by the Zoning Board of Appeals

SPPB – Special permit granted by the Planning Board

SPZBA/SPPB – Special permit granted by the Zoning Board of Appeals or the Planning Board dependent upon the regulations set forth in the Zoning By-law

¹ Residential Use

² Institutional/Recreational

³ Agriculture Use

⁴ Commercial Use

⁵ Manufacturing/Industrial

I.E.3 The Master Land Use Plan (2014)

The Framingham Master Land Use Plan is a living, working document that influences and guides all governmental policy decisions with land use impacts. The Master Land Use Plan creates a unified action agenda and work plan for Town Staff and Boards. The 2012 (recently revised in 2014) Master Land Use Plan prescribes Goals & Policies and Action Items for the future development of the SEFSA. Task items specifically called out in the Master Land Use Plan for the SEFSA include, open space and recreational opportunities, redevelopment of existing buildings, rezoning areas along the Route 135/Waverly Street Corridor, etc. Appendix B: The Master Land Use Plan, 2014 provides a list of recommendations from the Master Land Use Plan for implementation within the SEFSA.

I.E.4 Framingham Open Space and Recreation Plan (2013)

The Framingham Open Space and Recreation Plan (2013) establishes 5 Goals and Objectives to support the efforts to preserve and enhance open space and recreation opportunities within the Town. These 5 Goals and Objectives include: 1. Maintain and improvement of the current inventory of active recreational facilities; 2. Maintenance and improvement of the current inventory of conservation and open space parcels; 3. Conservation of natural resources and open space to protect water resources, wildlife habitat, and horticultural, agricultural and silvicultural opportunities, and passive recreational opportunities; 4. Creation of new recreational facilities and programs to meet resident needs as appropriate; and 5. Undertake other town-wide efforts that will support open space and recreation. Appendix D: Framingham Open Space and Recreation Plan, 2013 herein provides a list of action items related to the SEFSA.

I.E.5 Framingham Housing Plan (2007, updated 2014)

The Framingham Housing Plan (2007) established 5 goals to be implemented to provide a diverse housing inventory available to all socioeconomic levels. These 5 key goals include: 1. Preserve the Town's existing inventory of affordable housing; 2. Continue to meet the 10% statutory minimum under Chapter 40B; 3. Continue to provide housing for a diverse mix of households; 4. Encourage regional solutions to regional housing needs; and 5. Encourage neighborhood conservation. Appendix E: Framingham Housing Plan, 2007 herein provides a list of recommendations for implementation action items related to the SEFSA.

I.G Transportation

I.G.1 Roadway Conditions

The physical conditions of the roadways in the SEFSA vary regarding pavement conditions, lane markings, crosswalks, sidewalks, bicycle infrastructure, signage, and the presence of street trees. Although the condition of the pavement on Waverly Street is in good condition, as it was repaved in 2004, there is a significant lack of infrastructure that makes Waverly Street unsafe for motorists, pedestrians, and bicyclists. There is a plethora of locations throughout the SEFSA where sidewalks are missing, obstructed, too narrow, at grade with the street, or in poor condition; creating an un-walkable environment. A majority of the sidewalks within the SEFSA have not been constructed to accommodate ADA requirements or accessible access points.

The SEFSA does not incorporate Complete Street concepts into the roadways within the area. A Complete Streets approach is achievable in multiple locations throughout the SEFSA as the width of the right-of-ways are wide enough to support two lanes of traffic, sidewalks, and bike lanes. Consequently, incorporation of all modes of travel within the right-of-way would result in overall increased safety for motorists, pedestrians, and bicyclists.

Table 10: Roadway Conditions

Street Name	Pavement	Lane	Crosswalks	Sidewalks	Bicycle	Street	Complete Street
Alla Street	Good	Poor	Fair	Poor	Poor	Poor	
America Street	Good	Poor	Fair	Poor	Poor	Poor	
Beaver Park Drive	Good	Poor	Good	Good	Poor	Fair	
Beaver Park Road	Good	Poor	Good	Good	Poor	Fair	
Beaver Street	Good	Good	Good	Good	Poor	Fair	Yes
Beaver Terrace Circle	Good	Poor	Good	Good	Poor	Fair	
Carlson Road	Good	Poor	Fair	Good	Poor	Fair	
Coolidge Street	Good	Poor	Fair	Poor	Poor	Poor	
Curtis Road	Good	Poor	Good	Poor	Poor	Poor	
First Street	Fair	Poor	Fair	Good	Poor	Fair	
Kendall Avenue	Good	Good	Good	Good	Poor	Fair	
Kendall Lane	Good	Poor	Fair	Fair	Poor	Poor	
Leland Street	Good	Good	Good	Good	Poor	Fair	
Marian Road	Good	Poor	Good	Poor	Poor	Poor	
Morton Street	Fair	Poor	Poor	Poor	Poor	Poor	
Picard Terrace	Good	Poor	Poor	Fair	Poor	Poor	
Second Street	Fair	Poor	Fair	Good	Poor	Fair	
Stillman Street	Fair	Poor	Fair	Poor	Poor	Poor	
Taralli Terrace	Good	Poor	Good	Good	Poor	Fair	
Third Street	Fair	Poor	Fair	Fair	Poor	Poor	
Waverly Street	Good	Excellent	Good	Good	Poor	Poor	Yes
Willis Street	Good	Poor	Fair	Poor	Poor	Poor	

I.G.2 Complete Streets

Complete Streets is an initiative aimed to create safe, reliable transportation options while strengthening the local economy and enhancing the quality of life. A Complete Street is one that accommodates all modes of transportation including automobiles, public transportation, bicycles, and pedestrians. Complete Streets are to respond to the unique needs of every neighborhood, allowing them to fit in with the community as a whole. Some common characteristics of Complete Streets include the following: sidewalks, bike lanes, public transportation routes, safe and frequent crossing opportunities, pedestrian signals, ADA accessibility, and curb extensions.

Complete Streets combined with mixed use buildings are complementary for neighborhoods that are striving to become more walkable. Mixed-use neighborhoods enhance vibrancy since they employ a work-live-play planning strategy that includes residential, office, and retail space by incorporating a Complete Streets program there is the potential to increase pedestrian, bicycle, and public transportation use. The Master Land Use Plan encourages the implementation of a Complete Streets strategy in order to reduce traffic congestion, increase physical activity, and improve the physical appearance of Town.

There are currently no streets in the SEFSA that offer a Complete Streets approach. Waverly Street is perhaps the most complete street in the SEFSA, as it offers public transportation, sidewalks, and automobile uses within the same roadway. However, Waverly Street lacks marked bicycle lanes and racks which discourages bicycling. Waverly Street possesses wide shoulders on both sides of the street, yet surprisingly lacks bicycle lanes. In fact, all streets in the SEFSA lack bicycle lanes and some lack sidewalks. Some streets have sidewalks on only portions of the street and others have sidewalks that are narrow, obstructed by telephone poles, and are in poor condition. The Pelham Apartments complex includes sidewalks that are in good condition along Second Street, Beaver Park Drive, and Taralli Terrace. However, there are segments along Beaver Park Road that are missing sidewalk connections. Furthermore, there are segments of the sidewalk within the complex that are at grade with the street and/or cut between parking areas and the road; creating an unsafe pedestrian environment.

I.G.3 Public Transportation

The MetroWest Regional Transportation Authority (MWRTA) provides a bus service that includes a part of SEFSA within its service area. The MWRTA has a centrally located hub located at 37 Waverly Street and provides bus service from that location to Holliston, Milford, Ashland, Hopkinton, Southborough, Marlborough, Hudson, Natick, and Newton. Route #4 services the SEFSA along Second Street and Beaver Street and connects to Market Basket in Ashland, Downtown Framingham, MetroWest Medical Center, and the Natick Mall.

The Massachusetts Bay Transportation Authority (MBTA) provides commuter rail service within walking distance of the SEFSA in Framingham and in West Natick. Access to the commuter rail presents opportunities for residents in the SEFSA to access Boston and the region as a whole for job opportunities, tourism, and entertainment options. Additionally, access to the commuter rail allows residents from other communities in the region the option to access job opportunities, services, and entertainment in the SEFSA.

Figure 8: MetroWest Regional Transportation Authority Service Map



I.H Service within the SEFSA

I.H.1. Municipal Services

The Town of Framingham has numerous municipal services offered to the residents and community. The Memorial Building is located at 150 Concord Street, which serves as the center of government within the Town. The Framingham Police Station is located at 1 William H Welch Way, next to the Memorial Building. The Framingham Fire Department Headquarters is located on Loring Drive, located just southwest of the SEFSA. The Framingham Main Branch Public Library is located at 49 Lexington Street, just down the street from the Memorial Building and the Police Station. Within the Pelham Apartment Complex there is a Pelham Neighborhood Police Substation. The Pelham Neighborhood Police Substation was established in 1996 to improve the quality of life for the residents in the Pelham Housing Development area.⁸

Table 11: Municipal Services

Municipal Service	Located in the Corridor	Distance from Corridor (crow fly)	Distance from Corridor Walking/Driving
Memorial Building (150 Concord Street)	No	0.387 miles (2,044 ft)	.5 miles
Police Station (1 William H Welch Way)	No	0.44 miles (2,319 ft)	.63 miles
Framingham Community Police Substation	Yes	Pelham Neighborhood Police Substation	
Fire Station, Number 3 (10 Loring Drive)	No	.47 miles (2,371 ft)	.88 miles
Framingham Public Library (49 Lexington Street)	No	.45 miles (2,328 ft)	.5 miles

⁸ Town of Framingham Police Department. Community Substations. 2014.

I.H.1.a Schools

SEFSA is home to the Woodrow Wilson School, located at 169 Leland Street. Prior to the construction of the Woodrow Wilson School in 1928, children attended the Old Beaver Street School which was inherited from the Town of Sherborn during the annexation. The Old Beaver Street School lacked basic necessities such as water, electricity, or blackboards, and therefore was replaced by the Woodrow Wilson School in 1929. In 1998 the Woodrow Wilson School was reconstructed.⁹

Table 12: Framingham Schools

School Name	Located in the Corridor	Grades
Woodrow Wilson School (169 Leland Street)	Yes	K-5
Brophy School (575 Pleasant Street)	No	K-5
Barbieri Elementary (100 Dudley Road)	No	K-5
Dunning Elementary (48 Frost Street)	No	K-5
Hemenway Elementary (729 Water Street)	No	K-5
McCarthy Elementary School (8 Flagg Dr.)	No	K-5
Potter Road Elementary School (492 Potter Rd)	No	K-5
Stapleton Elementary School (25 Elm Street)	No	K-5
Cameron Middle School (215 Elm St.)	No	6-8
Fuller Middle School (31 Flagg Dr.)	No	6-8
Walsh Middle School (301 Brook St.)	No	6-8
Framingham High School (115 A Street)	No	9-12
Joseph P. Keefe Technical High School	No	9-12

Within the SEFSA there are roughly 1,349 school aged children. A majority of the children who resided within SEFSA attend the Woodrow Wilson School until fifth grade. Upon graduation from the Woodrow Wilson School, children are bused to middle schools and high schools located in other areas of Town outside of the SEFSA. Framingham High School is located at 115 A Street and Joseph P. Keefe Technical High School is located at 750 Winter Street for grades nine through twelve. Marian High School is a private school located on Union Avenue.

Higher education institutions and night school facilities are not located within the SEFSA. Residents of the SEFSA looking to access higher or additional education must travel to other areas of Framingham or other communities. Local colleges within Framingham include Framingham State University and Massachusetts Bay Community College. Massachusetts Bay Community College is currently in the Request for Proposal (RFP) stage of finding a site within an identified area within Downtown Framingham. The presence of Massachusetts Bay Community College within close proximity of the SEFSA will provide accessible education to those residents nearby.

Other educational opportunities outside of the SEFSA include Joseph P. Keefe Technical High School which offers adult education and continuing education classes at night. The Framingham Main Branch Public Library also offers adult night classes and the Framingham

Public Schools System offers a program known as Framingham Adult English which provides English as a second language classes.

⁹ Herring, Stephen W. Framingham: An American Town. The Framingham Historical Society. 2000.

I.H.2 Services

I.H.2.a Pharmacy located within the SEFSA

There are currently no pharmacies located within the SEFSA. There are six pharmacies that are located within close proximity of the SEFSA which can be accessed by the MWRTA, personal automobile, bicycle, and walking.

Table 13: Pharmacies

	Street Address	Located within the Corridor	Located within .25 miles of a MWRTA Stop
CVS Pharmacy	145 Concord Street	No	Yes
CVS Pharmacy	137 West Central, Natick	No	Yes
CVS Pharmacy	47 Pond Street, Ashland	No	Yes
Eaton Apothecary	266 Waverly Street	No	Yes
Walgreens	148 West Central, Natick	No	Yes
Walgreens	624 Waverly Street	No	Yes

I.H.2.b Medical (Doctors, Dental, Eye)

Doctors

Within the SEFSA there is one medical service provider, located at 88 Waverly Street, which specializes in Podiatry. Other medical offices and the MetroWest Regional Medical center are located just outside of the SEFSA. Access to these medical providers is good. Residents of the SEFSA can access medical care through use of the MWRTA, personal automobile, bicycling, and walking.

Table 14: Medical Service Providers

	Street Address	Located within the Corridor	Located within .25 miles of a MWRTA Stop
MetroWest Medical Center	115 Lincoln Street	No	Yes
Leonard Morse Hospital	67 Union Street, Natick	No	Yes

Kindred Hospital Northeast Natick	67 Union Street, Natick	No	Yes
Braintree Rehabilitation Hospital	67 Union Street, Natick	No	Yes
Newton Wellesley Hospital	2014 Washington St, Newton	No	Yes
SMOC Behavioral Health	Howard/Bishop Street	No	Yes
Framingham Podiatry Associates	88 Waverly Street	Yes	Yes
Medical Associates Greater Boston	207 West Central Street, Natick	No	Yes
Newton Wellesley Medical Offices	307 West Central Street, Natick	No	Yes
Charles River Pediatrics	233 West Central Street, Natick	No	Yes

Dental

Within the SEFSA there are no dental service providers. Dental services are located just outside of the SEFSA. Access to these dental service providers is good. Residents of the SEFSA can access dental care through use of the MWRTA, personal automobile, bicycling, and walking.

Table 15: Dental Providers

	Street Address	Located within the Corridor	Located within .25 miles of a MWRTA Stop
Atlantis Dental	118 Concord Street	No	Yes
James R Sunners	209 West Central Street, Natick	No	Yes
Craig MacDonald	182 West Central Street, Natick	No	Yes
Framingham Community Health	19 Concord Street	No	Yes
Sawab Joseph	2 Irving Street	No	No

Eye Care

Within the SEFSA there are no eye care service providers. Eye care service providers are located just outside of the SEFSA. Access to these eye care service providers is good. Residents of the SEFSA can access eye care through use of the MWRTA, personal automobile, bicycling, and walking.

Table 16: Eye Care Providers

	Street Address	Located within the Corridor	Located within .25 miles of a MWRTA Stop
New England Eye Care Center	181 Concord Street	No	Yes
EZ Eyecare	402 Waverly Street	No	
Comprehensive Eye Care of New England	209 West Central Street, Natick	No	Yes
Retina Eye Care	182 West Central Street, Natick	No	

I.H.2.c Supermarkets/Markets

Within the SEFSA there is one large grocery store which offers fresh produce, weekly shopping opportunities, and specialty products. There are a total of nine stores/markets that sell food within the SEFSA. More than half of these stores/markets do not sell fresh produce and cannot support weekly shopping. Outside the SEFSA there are a variety of options for food shopping, which include, Stop & Shop, Market Basket, Roche Brothers, Trader Joes, and Whole Foods. These stores/markets outside of the SEFSA, however, are only accessible by public transportation or personal automobile.

Table 17: Supermarkets/Markets

	Street	Located within the Corridor	Located within .25 miles of a MWRTA Stop	Fresh Fruit/Vegetables
AJ Seabra Supermarket	208 Waverly Street	Yes	Yes	Yes
Diamonte Market	3B Second Street	Yes	Yes	No
AV's Market	275 Beaver Street	Yes		No

AV's Market	113 Beaver Street	Yes		No
Store 135	41B Waverly Street	Yes	Yes	No
Raj Mini Market	80 Waverly Street	Yes	Yes	No
Downtown Convenience	130 Kendall Street	Yes		No
Latino's Market	650 Waverly Street	No		No
Central Food Market	530 Waverly Street	No		Yes
Family Dollar	208 Waverly Street	Yes	Yes	No
Stop & Shop Supermarket	235 Old Connecticut Path	No		Yes
Stop & Shop Supermarket	829 Worcester Road, Natick	No		Yes
Market Basket	49 Pond Street, Ashland	No	Yes	Yes
Roche Brothers	150 West Central Street, Natick	No	Yes	Yes
Whole Foods	575 Worcester Road	No	No	Yes
Trader Joes	659 Worcester Road	No	No	Yes
NTI Shell	228 Waverly Street	Yes	Yes	No
Hurricane Energy	22 Waverly Street	Yes	Yes	No

1.H.2.d Financial Institutions

Within the SEFSA there are no opportunities to conduct financial business or banking. The SEFSA does not have a financial institution or automated teller machines (ATM) within its boundaries. Residents and the business community have to travel outside the SEFSA to conduct any type of banking. There are several financial institutions within close proximity of the SEFSA, but would require use of the MWRTA, personal automobile, bicycle, or walking. Additionally, a majority of the large supermarkets outside of the SEFSA have a financial institution attached to them, which allows shoppers to conduct their financial business while grocery shopping.

Table 18: Financial Institutions

	Street Address	Located within the Corridor	Located within .25 miles of a MWRTA Stop
Citizens Bank	235 Old Connecticut Path	No	Yes
Citizens Bank	431 Waverly Street	No	
Citizens Bank	150 West Central Street, Natick	No	Yes
TD Bank	74 Concord Street	No	
TD Bank	361 Pond Street, Ashland	No	Yes
Bank of America	120 Concord Street	No	Yes
Bank of America	471 Waverly Street	No	
Bank of America	152 West Central Street Natick	No	Yes
Bank of America	300 Eliot Street, Ashland	No	Yes

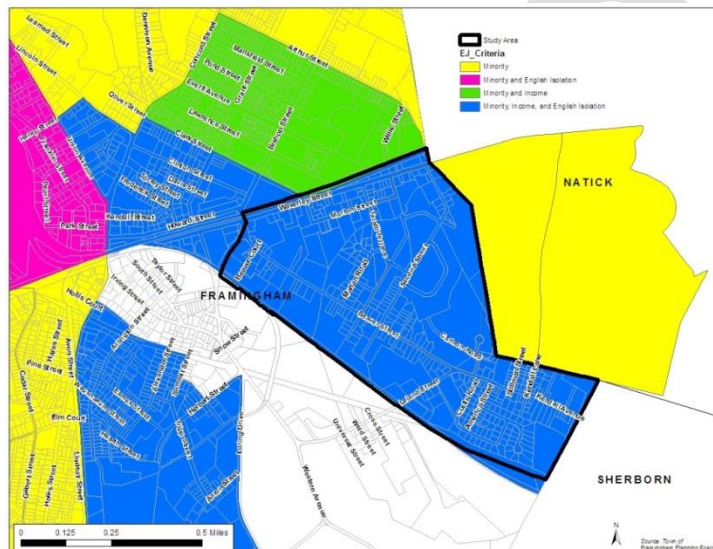
I.I Environmental Justice

The United States Environmental Protection Agency (EPA) defines Environmental Justice (EJ) as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.” The EPA believes that EJ “will be achieved when everyone enjoys the same degree of protection from environmental and health hazards and equal access to the decision-making process to have a healthy environment in which to live, learn, and work.” Massachusetts Executive Office of Energy and Environmental Affairs (EEA) define EJ populations as neighborhoods (U.S. Census Bureau census block groups) that meet one of more of the following criteria:

- Median annual household income is at or below 65% of the statewide median income;
- 25 percent or more of the residents are a minority;
- 25 percent or more of the residents are foreign born; or
- 25 percent or more of the residents are lacking English language proficiency.

Figure 9 shows that the entire study area is comprised of an EJ Population that meets all of the aforementioned criteria. The study area includes two census block groups that are both less than 65 percent of the statewide median household income, greater than 67 percent of the residents are a minority, and has at least 27 percent of residents that lack English Language proficiency.

Figure 9: Environmental Justice Map

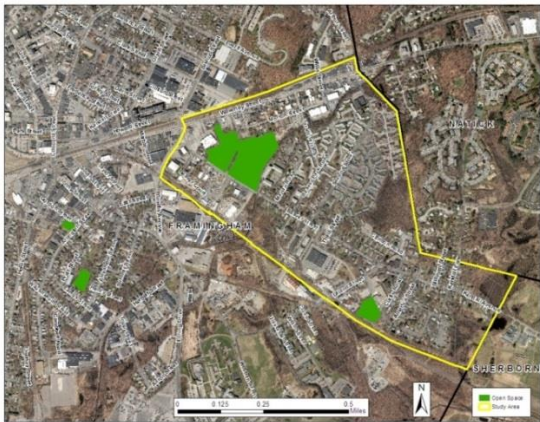


I.J Recreational Opportunities

Mary Dennison Park – Mary Dennison Park is managed and maintained by the Framingham Parks, Recreation and Cultural Affairs Division. The Park is roughly 18 acres, comprised of several lots, and provides neighborhood residents and the surrounding community with both active and passive recreation opportunities. Formal park amenities include:

- Two full size basketball courts with night lighting;
- One ¼ basketball court and shooting area;
- A playground area with traditional playground equipment and swings within the south end of the park and additional swings within the north end of the park;
- Two softball diamonds, one of which has night lighting;
- One baseball diamond;
- One multi-purpose playfield;
- Handicap accessible restrooms; and
- Two off-street parking areas.

Figure 10: Open Space and Recreation Areas



I.K Natural Resources

Beaver Dam Brook flows out of wetlands located in Ashland southeast of Hollis Street. The stream flows through the southeast corner of Framingham and eventually into Fiske Pond in Natick and ultimately into Lake Cochituate. Historically, much of Beaver Dam Brook was part of a much greater wetland system that dominated this corner of Framingham. Through the years and especially in the last quarter of the 1800's and the first half of the 1900's, Beaver Dam Brook was channelized and much of its associated flood plain was filled in and utilized for industrial purposes.

Much of the brook is steep banked with little flood storage capability. There are portions of the stream south of Beaver Street where the banks of the stream open up into associated wetlands. However, there are many uses that abut the stream which do not benefit the stream course or its associated habitat but rather add to sediment loading and contaminants entering the stream through stormwater runoff. Most of the stream course is also choked by invasive plant species, especially Japanese Knotweed.

The health of this brook should be considered in the overall assessment of the SEFSA. Improvements should be planned for the stream that would benefit the health of the community as well as flood storage capacity and filtering of pollutants.

The area could benefit from stream bank restoration and park amenities focused at Mary Dennison Park where the stream bank could be graded to provide a more gradual slope, invasive plants removed and managed. The addition of some stream course meanders that may provide some flood storage capacity, and a trail near or along the stream may provide a greater appreciation of the brook and its resources by park users. However, the environmental assessment of Mary Dennison Park needs to be completed at which time Parks and Recreation would determine proposed improvements resulted in impacts on the active recreational component of the park. Presently, the stream is a warm water fishery that does support some species of turtles and aquatic insects that provide some food sources for smaller warm water fish species such as Blue Gill and Pumpkinseeds. Both Beaver and muskrat have been documented along the stream course south of Beaver Street and mink may be prevalent as well.

Several species of heron may also feed along its banks and various song birds are prevalent along its course and in the area of Mary Dennison Park. The stream however is in need of restoration in many areas, as well as an evaluation of the types of land uses that take place within close proximity to its banks.

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Section II – Strengths, Weaknesses, Opportunities, and Threats

II.A Introduction

The SEFSA serves as a major transportation artery for a densely populated neighborhood between Framingham and Natick. Today, the SEFSA is a conglomeration of mixed-uses ranging from low density manufacturing to automotive and salvage yards to high density residential neighborhoods. The SEFSA has the potential to become a more desirable neighborhood for residents, businesses, visitors, and Framingham community to live, work, play, and visit. Reinvestment along the SEFSA could result in a significantly upgraded and more desirable gateway into Downtown Framingham. This Section identifies the strengths and weaknesses and provides a discussion of the opportunities and threats within the SEFSA.

II.B SEFSA Characteristics

II.B.1 Strengths

The SEFSA has many strengths and beneficial aspects which could support positive transformation from a conglomeration of various types of uses to a high tech and neighborhood type SEFSA. The desirable Strengths within the SEFSA range from large parcels currently utilized for manufacturing to owner occupied single family homes. The SEFSA has positive characteristics regarding uses, infrastructure, and open space/recreational assets. These can be summarized as follows:

Location

- The SEFSA is within close proximity of Downtown Framingham which was once the center of commerce, economic development, employment, and social gathering. Recent efforts by MAPC and Town management hope to transform Downtown Framingham as a Transit Oriented Development Hub.
- Downtown Framingham has the potential to host a substantial population of residents who do not require automobile ownership. Therefore, residents of Downtown may represent a supply of customers who are inclined to shop in businesses or work within the SEFSA. Conversely, the proximity of the goods and services currently and potentially available in Downtown Framingham is an incentive for people to live within the SEFSA. The development of the Massachusetts Bay Community College campus will have a major positive impact on Downtown and the SEFSA.

Transportation/Infrastructure

- The MetroWest Regional Transportation Authority (MWRTA) headquarters is located within the SEFSA at 37 Waverly Street. The MWRTA provides a valuable resource as a major public transportation provider for Framingham, Natick, Ashland, Wellesley, Newton, and Marlborough. The MWRTA starts a majority of its bus lines from its headquarters in Framingham, allowing riders to access local supermarkets, Shoppers World, Newton Wellesley Hospital, the Green Line in Newton, etc. Although the MWRTA will be moving to 15 Blandin Avenue in 2015. MWRTA's hub presence also will benefit the Town by potentially increasing services as buses originate and return to the hub.

- With the relocation of the MWRTA in 2015 to 15 Blandin Avenue, 37 Waverly Street will be vacant for redevelopment.
- There are several major arterial roads located within the SEFSA, including: Waverly Street, Leland Street, Blandin Avenue, Beaver Street, and Kendall Street. These roadways have wide shoulders and have the capability to accommodate bicycles and increase areas for pedestrian uses. These roadways also connect to high density neighborhoods which allow for through traffic to stay on the major arterials and off residential side streets.
- The SEFSA is located in close proximity to two Massachusetts Bay Transit Authority (MBTA) commuter rail stations. Each end of the SEFSA (i.e. Natick town line to the east and Blandin Avenue to the West) is approximately 2,000 feet (less than ½ mile) from the commuter rail stations at West Natick and Downtown Framingham respectively. The MBTA Stations represent an opportunity for people who live elsewhere along the Commuter Rail line to visit the SEFSA without needing a vehicle. Moreover, the commuter rail presents opportunity for redevelopment along Route 135 that should be pursued. (PGC Associates, Inc., 2014)

Zoning

- The SEFSA is comprised partially of the Zone G District which allows for high density and multi-family residential housing. Other uses allowed within the Zone G District include offices for home occupations, family daycare, charitable and philanthropic use, and country clubs.
- The SEFSA has several multi-family residential buildings along Waverly Street, creating a mixed-use component to the neighborhood. The Zone G District just to the south consists primarily of multi-family apartments and represents a significant population base that can support existing and future businesses in the SEFSA.
- The SEFSA is comprised partially of the Zone M District which supports economic development opportunities in the form of manufacturing and entrepreneurial opportunities.
- The parcels within the Zone M District are the largest parcels within the SEFSA and are some of the largest, underutilized parcels within Town. These large parcels that are still utilized for manufacturing uses are some of the only manufacturing parcels within Framingham and should be maintained as such.
- Parcels within the Zone B District contain a majority of SEFSA's commercial properties, which includes restaurants, offices, and services.

Transportation

- Traffic counts on Route 135/Waverly Street demonstrate high visibility to potential business customers. The last two counts reported by MassDOT were 17,100 in 2004 and 15,700 in 2007. These numbers have likely increased since 2007. High traffic counts are an attractive asset to businesses that may consider locating within the SEFSA. However, even with substantial additional residential development within the SEFSA, motorists may park once and then shop in the SEFSA by foot. (PGC Associates, Inc., 2014)

- The SEFSA's infrastructure has been recently upgraded. The paved roadway and recently upgraded concrete sidewalks are in good condition throughout the SEFSA.
- Route 135/Waverly Street is a state-numbered route but the segment within Framingham is Town owned, allowing flexibility in making changes to the roadway and right-of-way. (PGC Associates, Inc., 2014)

Open Space/Natural Resources

- The Mary Dennison Park, one of the Town's largest parks, is located within the SEFSA. This park is managed by the Town of Framingham, Parks & Recreation Department and is heavily used as playing fields for baseball, softball, basketball, and soccer.
- One of the few natural resources within the SEFSA includes Beaverdam Brook. Beaverdam Brook is an environmental asset to the SEFSA, which provides relief from the numerous parking lots and industrial-type uses. Beaverdam Brook helps create a separation between the different uses within the SEFSA. (PGC Associates, Inc., 2014)

Business/Industry

- The SEFSA contains several small entrepreneurial businesses. The low rents and undeveloped parcels allow for startup companies to establish themselves, while still having expansion possibilities. Jack's Abby Brewing established in 2011, represents a very positive feature of the neighborhood employing several skilled workers in a modern facility producing a craft beer product that is distributed statewide. (PGC Associates, Inc., 2014) Jack's Abby Brewing's success proves the region can support startup & process manufacturing enterprises.

Housing Stock

- Several buildings within the SEFSA are mixed-use structures with commercial retail businesses on the first floor and residences on the upper floors. Such mixed-use buildings are the epitome of a village-oriented neighborhood because they provide a reciprocal arrangement convenient to both residents and businesses. The mix of residential uses and commercial uses reduces reliance on automobiles and promotes pedestrian-oriented development. (PGC Associates, Inc., 2014)
- The SEFSA has three large public housing developments. These developments are operated by the Framingham Housing Authority, Pelham Apartments, and Cochituate Cooperative. These developments are eligible for redevelopment funding from the state and the federal government.
- The southwest area of the SEFSA contains almost all single family homes, and is primarily owner occupied. The presence of homeowners within the area encourages investment and maintenance of their properties.
- The median cost of a residential home within the SEFSA is \$254,293.00 which is affordable for first time buyers.

Streetscape

- The SEFSA contains several commercial buildings that have been constructed to create a potential pedestrian-oriented style development.

II.B.2 Weaknesses

There are numerous strengths within the SEFSA, however, there are also several weaknesses that hinder its growth and redevelopment. The primary negative characteristics can be summarized as follows:

Business/Industry

- The SEFSA contains a mix of residential and commercial uses, which are generally incompatible with manufacturing land uses. This creates a disadvantage in developing walkable neighborhoods.
- There is preponderance of automobile businesses including sales, paint and repair shops, and salvage yards in the SEFSA. Such businesses require excessive parking for vehicle storage and are contrary to achieving current planning goals of the TOD and Downtown Framingham. (PGC Associates, Inc., 2014)

Demographics

- Roughly 1,349 school age children reside within the SEFSA and only one elementary school (Woodrow Wilson School) serves children from kindergarten to fifth grade. Once children graduate from the Woodrow Wilson School they require bus transportation to attend middle and high school education. The lack of education facilities in the immediate area combined with reliance on bus transportation poses a challenge to residential development of the SEFSA.
- It is estimated that 47.3 percent of those who reside in the SEFSA have an education level equivalent to a high school degree or GED. Individuals with limited education and skill are forced to seek service oriented jobs. The number of service oriented jobs within the SEFSA are limited therefore creating negative feedback loops for the lower median income compared to other areas of Town. Service oriented jobs are limited and often do not pay enough to help residents acquire the necessary skills and to improve their incomes.
- There is a low employment rate within the SEFSA which directly correlates to low education attainment and limited transportation opportunities to support employment.
- The median income within the SEFSA is \$41,178.00 leaving most who reside within the SEFSA with a limited disposable income to support local businesses.

Housing Stock

- The housing stock within the SEFSA is greater than 30 years old. A majority of the homes built were constructed during the 1920s and the 1950s, prior to the banning of lead paint in 1977. Moreover, older homes not properly maintained potentially become health hazards, containing molds, asbestos, and other respiratory irritants.
- Non-owner occupied residential housing within the SEFSA creates an issue. It has been found that absent landlords often neglect their properties, which will result in a disinvestment in the housing stock.
- As previously mentioned, there are three large public housing developments which contribute to a high rental occupancy rate.

Location

- The SEFSA contains roughly 10 percent of Framingham's population. There is a lack of services offered within the SEFSA that would allow for redevelopment as a pedestrian oriented neighborhood. Services lacking within the SEFSA include the following:
 - o Schools;
 - o Open space;
 - o Financial intuitions;
 - o Pharmacies; and
 - o Access to fresh and healthy food.

Streetscape

- The streetscape design within the SEFSA is limited by the location of buildings, lack of landscaping, and high number of parking spaces, all of which create an undesirable pedestrian environment. Many facades lack features such as storefront windows and architectural details that create interest to attracting shoppers. The result is large blank walls abutting sidewalks.
- Street widening is problematic since many existing buildings are located close to the street and widening would decrease sidewalks.
- Vegetation is lacking throughout the area. Street trees are sparsely located along side streets. This negatively affects the aesthetics of the pedestrian quality and is related to negative environmental impacts.

Transportation/Infrastructure

- The SEFSA was established when the Central Turnpike (known today as Route 135/Waverly Street) between Boston, MA and Hartford, CT was developed in the 1800s. Since the establishment of the Central Turnpike this roadway has served as a transportation route for large trucks and the transport of goods. There is a limited amount of landscaping which can be contributed to the high number of automotive related uses, salvage yards, and the roadways use for the movement of goods.

- The undeveloped buffer from 125 Waverly Street to the intersection of Blandin Avenue and Route 135/Waverly Street does not have a sidewalk. The lack of sidewalk within this area requires pedestrians to walk within the shoulder of the roadway, creating safety concerns.
- The MWRTA provides a valuable service to the SEFSA; however, the hours of operation are limited during weekday evening hours and weekends. The limited evening and weekend hours presents an issue for residents who reside within the SEFSA's ability to retain a service oriented job; service oriented jobs often require evening and weekend shifts. Residents who rely on public transportation must find employment comparable with public transportation or rely on alternative modes of transportation. Additionally, the number of trips to the local grocery stores is limited to four to six times per day on the weekends which would result in long waiting times between drop-off and pick-up.
- The major roadways within the SEFSA have not been designed to accommodate Complete Streets. Bicycle lanes and safety features such as bulb-outs, signage, and handicap accessible sidewalks have not been developed.
- Along Route 135/Waverly Street, Beaver Street, and Leland Street there is a magnitude of auto-related uses and salvage yards. As previously noted, these uses detract from the potential redevelopment of the SEFSA. Additionally, these lots are often poorly maintained, have limited amounts of landscaping, and over park their sites.
- Signage regarding way-finding signage and roadway identification for both vehicles and bicycle lanes is lacking. Several roads within the SEFSA have drive lanes that have been poorly marked, while all the roads within the SEFSA have not been marked for bicycle lanes or Complete Streets.
- The wide drive lanes and shoulders allow traffic to increase speeds while traveling within the SEFSA.

Zoning

- Along the north side of Route 135/Waverly Street the lots are very shallow creating a barrier to redevelopment. These lots are wedged between the MWRTA railroad tracks and Route 135/Waverly Street. The front setback for "Any non-residential use" is 25 feet and "Any residential use" is 30 feet. The average depth of these lots is 80 feet.
- Zone B District does not allow for mixed use development. There is demand for commercial, office, and residential space within Framingham and throughout Massachusetts. Currently, Section III.C.5. of the Framingham Zoning By-laws limits uses within Zone B Districts thus preventing mixed-use development. Current uses require an enormous amount of parking and waste of land resources.

- Residential dwellings are surrounded by Zone M District uses. Further, there are residential uses established in parcels zoned for manufacturing. The amount of manufacturing land within Framingham is limited putting Framingham at a disadvantage for economic development and future job creation.
- Current Zoning By-laws hinders redevelopment of the SEFSA. Properties within the SEFSA have to follow restrictive dimensional regulations, high parking requirements, and often need numerous special permits or variances to redevelop parcels. For example, Section IV.G. of the Framingham Zoning By-law, Dimensional Regulations establishes large setbacks from the front property line which encourages parking between the roadway and the buildings. Thus, properties between the MBTA railroad tracks and Route 135/Waverly Street are limited in redevelopment opportunities that can occur.
- The SEFSA contains many lots along Route 135/Waverly Street that are divided by two different zoning districts. Lots that contain two or more types of zoning often find it difficult to redevelop and therefore are often left in their current state.
- The SEFSA has a high number of parcels that do not conform to the existing Lot Area Requirement. It is estimated that 30 percent of the parcels do not meet this requirement. There have been instances where the minimum required lot area has been increased in the Town's bylaw, which directly reflects this high number of non-conforming lots.
- The Framingham Zoning By-laws do not encourage shared off-street parking facilities. The majority of the commercial parcels within the SEFSA have their own parking facility. Individual parking areas increase impervious area in addition to low density style development.
- Throughout the SEFSA there are numerous impervious surfaces. These impervious areas are a result of outdated parking regulations and uses. Beaverdam Brook located within the SEFSA is the direct recipient of stormwater runoff as a result of these regulations.

II.B.3 Opportunities

The strengths and weaknesses of the SEFSA provide many opportunities regarding zoning, redevelopment, services, natural resources, and utilization of the area. The possibility exists for the SEFSA to reinvent itself as a pedestrian and business oriented neighborhood with a strong connection to downtown. The following opportunities for redevelopment provide a framework for Town decision makers when considering future land use.

- There are numerous tracts of land in the Zone M District that are large enough to provide planned redevelopment strategies for particular uses, i.e. manufacturing and life sciences.

- Route 135/Waverly Street's wide right-of-way and shoulder area could easily accommodate on-street parking within the SEFSA. The use of the wide shoulder for on-street parking could reduce the speed of traffic and establish a more pedestrian friendly environment.
- Waverly Street has been developed at a low density that is not pedestrian friendly due to a large amount of curb cuts and building disposition in the rear of parcels. There is potential for redevelopment opportunities if zoning were amended to allow for higher density and mixed use.
- There is the potential for build out opportunities in the Zone M District and along Waverly Street to allow existing companies to develop and redevelop at a higher density to better utilize the land.
- Wide roads create the possibility for a Complete Streets approach that should be implemented for all modes of transportation and accessible for handicapped residents.
- It is estimated that 10% of Framingham's population lives in the SEFSA. If tax policy and zoning regulations were revised to support mixed-use, higher density, and better utilization of the parcel, it would be expected that developers would invest in the SEFSA. This reciprocal relationship creates opportunities for business and job creation while encouraging a live-work-play environment.
- The combination of the MWRTA bus system and a sidewalk network generates the potential to strengthen connections between walking and public transit with bicycle options.
- Mary Dennison Park is an asset to the community; however, the Park lacks proper access and amenities to meet the community's needs. There is potential for access from Waverly Street to serve as a gateway to the park. Additionally, there may be a demand for recreational walking/running paths around the perimeter of the park.
- The combination of an existing regional transportation network and the hub located within the SEFSA creates an opportunity to combine a transit hub with services needed by local residents such as day care, education, and other necessary services all within close proximity to each other. An example of such development is the redevelopment of a former fire headquarters in Holyoke, Massachusetts which accommodates multi-modal transportation options with continuing education classes/GED programs, a daycare facility, and small commercial amenities (i.e. coffee shop).
- There are Federal and State funding resources and partnerships available to revitalize public housing developments as was done with the Musterfield public housing development on Concord Street, also in Framingham.

- There is limited access to fresh food. There is demand for fresh food and job opportunities which can be met by a cooperative business model that uses underutilized land for fresh food production in a hydroponic greenhouse (or community garden) by the local labor market as was done in Cleveland, Ohio.
- There are many parcels of land that could support mixed use development if the appropriate zoning was implemented. An example of a mixed use corridor overlay district that achieves similar goals of the SEFSA has been proposed in Worcester, Massachusetts.
- There are many Federal, State, and Local financing and incentive programs that could help with the cost burden of revitalizing the SEFSA. Some programs include tax increment financing (TIF), district increment financing (DIF), and smart growth zoning incentives (40R). Additional programs to promote redevelopment would be to include this area as Chapter 43D (expedited permitting). Transportation, roadway, and sidewalk improvements can be prioritized for state funding by being placed on the transportation improvement program (TIP) list.
- The abundance of underutilized parking lots and impervious areas create opportunities for low impact development (LID) strategies and best practices for storm water management. This would help to alleviate flooding of Beaver Dam Brook during large storm events.
- Several historic and general points of interest are located within the SEFSA. Wayfinding signage directs residents and visitors to such points of interest and would be an advantage and an asset in order to enhance aesthetics, create a sense of place, and enhance the community character.
- Blank walls and vacant storefronts create an opportunity to display or create public art that showcases local talent. Public art can help create an active and vibrant public space.

II.B.4 Threats

Although there are a lot of opportunities, there are also threats to be considered when land use and policy decisions are being made. Below are some of the major threats that could occur if no land use policy actions were acted upon.

- Numerous parcels are being used for residential purposes and are located in the Zone M District, which is unsafe for pedestrians and disrupts the community character of a manufacturing district. The homes located in the Zone M District do not have the amenities typically found in residential zoning districts such as sidewalks, marked travel lanes, street lights, etc. These homes are at a disadvantage because of their location.

- Perceived and actual traffic congestion. If not managed properly through updated zoning regulations that include consolidated curb cuts, marked travel lanes, light synchronization, wider sidewalks, bicycle lanes, street trees, etc... traffic will increase and continue to be increased with redevelopment.
- Sidewalks are not entirely handicap accessible as there are many obstructions that create narrow segments or voids. Many intersections lack pedestrian warning panels in the sidewalk and also lack voice pedestrian warnings.
- Residential dwelling units have been constructed and occupied within the SEFSA. Section III.G. General Manufacturing Districts of the Framingham Zoning By-law does not allow for the construction of residential dwellings.
- There is an abundance of impervious surface area that has a negative impact on sewer capacity and flooding of Beaver Dam Brook due to high amount of storm water not being infiltrated into the ground.
- The lack of access to fresh food within walking distance of most residences creates an unhealthy nutrition balance amongst children and adults. These 'food deserts' pose health risks to underserved populations in the area.
- The SEFSA is comprised mostly of older buildings, impervious surface, an abundance of parking lots, and a lack of street trees all of which creates an aesthetically unpleasant environment with a perception of disinvestment. There is also a high renter population; which can be tied to a lack of investment in these properties, which adds to the perception of disinvestment.

Section III – Conclusion

A long history of industry and residential development in the present day SEFSA has supported economic prosperity of the Town, resulting in an increase in both land area and population. Today, the area consists of a significant portion of the Town's overall population (10 percent); however, compared to surrounding neighborhoods, the SEFSA has not been able to maintain its economic prosperity. In sum, residents in the SEFSA are low wage earners, are less educated, are more likely to be unemployed, are less proficient in the English Language, while having larger household sizes. The SEFSA population benefits from public transportation along the MWRTA system; which is necessary to access basic services located outside of walking distance for most residents.

The SEFSA has the foundation to become a major contributor to the Town of Framingham. Over the past 150 years the SEFSA has seen many important events, and felt the impacts of economic hardships and booms, which have shaped the area. The following goals if implemented would help establish its identity as a strong neighborhood, incorporate mixed use style development while protecting a portion of Framingham's largest underutilized manufacturing area.

III.A Goals of the SEFSA

In order for the SEFSA to serve its current population and be able to attract new residents willing to invest in the neighborhood, land use and policy decisions need to be made that locate basic services within the SEFSA. The Town needs to consider the following six goals set forth when reinvesting in the SEFSA:

1. enhance the aesthetic quality,
2. encourage alternative modes of transportation,
3. allow for mixed use development,
4. allow for the expansion and growth of local businesses, 5. invest in housing and parks, and
6. establish a neighborhood identity.

To implement these goals a neighborhood task force made up of public officials, local organizations, and community residents should be organized in order to work together to develop a work plan. The following Policies will aid in the successful revitalization of the SEFSA.

III.B Recommendations

III.A.1 Revitalize Waverly Street – to create an appealing gateway corridor into Downtown equipped with necessary amenities and attractions for all

- Establish a streetscape design guideline;
- Establish a neighborhood based on historic events or past identities (Para District, Bicycle Factory, etc.);
- Incorporate way finding signage throughout the SEFSA to help the community and visitors navigate their way within the SEFSA and to other areas of interest in Framingham, Natick, and Sherborn;
- Utilize the sign and façade program to create more attractive storefronts;
- Develop an overlay district to allow for a higher density, mixed use corridor along Waverly Street; and
- Incorporate public art into the streetscape to create a vibrant sense of place.

III.A.2 Invest in Housing and Parks – to invest in current housing complexes and allow for necessary amenities close to homes related to open space and mixed use resources

- Develop zoning to encourage mixed use style housing to encourage necessary resources (food, medical care, financial, education, etc.) are accessible to all;
- Continue to establish a working relationship with the owners of Pelham Apartments, Framingham Housing Authority, and Cochituate Cooperative Home;
- Work with the owners of Pelham Apartments, Framingham Housing Authority, and Cochituate Cooperative Homes to establish a streetscape program; and
- Increase available open space opportunities through pocket parks and redevelopment of underutilized parcels into park amenities.

III.A.3 Incorporation of Complete Streets elements – to allow accessibility for all modes of travel and create a welcoming pedestrian environment

- Incorporate bicycle lanes on Waverly Street, Beaver Street, Leland Street, and Blandin Avenue;
- Incorporate handicap accessible panels at the intersections of roadways and sidewalks as new sidewalks are installed; and
- Incorporate bicycle signage and pedestrian crossing signalization where applicable.

III.A.4 Protect Manufacturing Parcels – to retain key manufacturing uses in an area historically utilized for such

- Develop an overlay district or revise zoning to ensure manufacturing remains an active participant in the SEFSA;
- Develop an overlay district or amend zoning to encourage manufacturing companies to utilize the parcel(s) at a greater density; and
- Develop a program to encourage manufacturing companies to locate within the SEFSA or retain existing manufacturing companies to

expand within the SEFSA.

- Diversify the SEFSA by attracting creative economy and value added type businesses such as computer programing/gaming/arts, life science companies, and start-up companies.

III.A.5 Elimination of food deserts – to ensure equal access of healthy foods to all residents

- Increase amount of community gardens;
- Identify crucial areas for grocery stores, bodegas; and
Capitalize on cultural diversity in terms of food dishes, cooking methods, and education, possibly through a cooperative type of program.
Also increases jobs available to foreign-born population with cooking skills.

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APPENDIX A: Land Use Analysis

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
10	Alla Street	5,663	65	101	Single Family	G	1.00	792	1929	Dana Paige Cantor	Yes	Residential	16
14	Alla Street	5,663	75	101	Single Family	G	1.00	960	1929	Donald Arsenault & Christopher Hewson	Yes	Residential	16
15	Alla Street	12,632	129	101	Single Family	G	1.50	1,092	1927	Jeff & Barbara Convery	Yes	Residential	16
19	Alla Street	6,534	70	101	Single Family	G	1.00	1,050	1958	Ronald & Ortrud Life Trust Diatalevi		Residential	16
20/24	Alla Street	13,504	85	101	Single Family	G	1.00	984	1929	Manuel & Sara Villagrana	Yes	Residential	16
10	Kendall Lane	4,792	45	101	Single Family	G	1.75	1,190	1922	Sam & Geny Doss	Yes	Residential	16
14	Kendall Lane	4,792	45	101	Single Family	G	1.75	1,128	1925	Damon & Helene Carter	Yes	Residential	16
15	Kendall Lane	9,583	105	101	Single Family	G	1.75	1,537	1950	Michael Verdy & Andrea Chick	No	Residential	16
17	Kendall Lane	11,326	84	101	Single Family	G	1.75	1,272	1892	Eric & Kathleen French	Yes	Residential	16
18	Kendall Lane	5,227	50	101	Single Family	G	1.75	993	1924	John & Lynne Montcrieff	Yes	Residential	16
22	Kendall Lane	5,191	50	101	Single Family	G	1.75	840	1927	Kathleen & Edward Cote	Yes	Residential	16
25	Kendall Lane	11,326	82	105	Three Family	G	2.50	2,670	1897	Boston Burbs Realty, LLC	No	Residential	16
26	Kendall Lane	10,454	50	101	Single Family	G	1.00	748	1922	Albert & Susan Anderson	Yes	Residential	16
28	Kendall Lane	5,227	50	106	Res Land Imp	G	n/a	-	1922	Albert & Susan Anderson	Yes	Garage	16

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
29/31	Kendall Lane	10,890	74	105	Three Family	G	2.50	2,175	1917	CIRO TR Sansossio	No	Residential	16
30	Kendall Lane	3,049	38	101	Single Family	G	1.00	990	1935	General & Regina Ceccarini	Yes	Residential	16
134	Kendall Lane	94,090		132	Res UDV Land	G	n/a	n/a	n/a	William Newton	Open Space	Vacant Land	16
9999	Kendall Lane	7,841		132	Res UDV Land	G	n/a	n/a	n/a	Raymond & Debra Mousette	Open Space	Vacant Land	16
0/110	Kendall Ave	115,870	244	130	RES DEV LAND	G	NA	NA	NA	Nancy Teti	Open Space	Vacant Land	16
0/9999	Kendall Ave	69,113		130	RES DEV LAND	G	NA	NA	NA	Mary O'Rourke	Open Space	Vacant Land	
1	Kendall Ave	10,454	115	101	Single Family	G	1.50	1,443	1942	Patricia Romani	Yes	Residential	
2	Kendall Ave	-		102	Condominium	G	1.00			Deoliveira Gilmar	No	Condos	17
6 & 10	Kendall Ave		465			G							
7	Kendall Ave	8,276	89	101	Single Family	G	1.50	1,485	1942	Robert Kenney & Ronda Andrews	Yes	Residential	16
11	Kendall Ave	8,276	89	101	Single Family	G	1.75	1,688	1951	Ubaldo & Aldo Antonioli	Yes	Residential	16
15	Kendall Ave	10,019	66	104	Two Family	G	2.50	2,694	1892	Peter & Martha Ghilani	No	Residential	16
19	Kendall Ave	7,841	200	104	Two Family	G	2.00	2,288	1988	Peter Ghilani	No	Residential	16
24	Kendall Ave	9,583	94	101	Single Family	G	1.00	1,094	1922	Thomas Bolton & Lana Reed	Yes	Residential	16
25	Kendall Ave	5,227	145	101	Single Family	G	2.00	1,248	1926	Romania Joseph	Yes	Residential	16
26	Kendall Ave	15,682	95	101	Single Family	G	1.75	1,293	1917	Joseph & Norma Dupuis	Yes	Residential	16

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
29	Kendall Ave	5,663	50	101	Single Family	G	1.50	1,285	1922	Rebecca Tyler & Erik Johnson	Yes	Residential	16
30	Kendall Ave	8,276	67'	101	Single Family	G	1.00	788	1925	Robert & Deborah Forest	Yes	Residential	16
33	Kendall Ave	6,970	140	101	Single Family	G	1.50	1,264	1915	Hugh & Beverly Daley and Kerine Gordon	Yes	Residential	16
36/38	Kendall Ave	73,616	185	105	Three	G	2.50	3,546	1867	Jonathan Salvia	No	Residential	16
43	Kendall Ave	4,356	135	132	RES DEV LAND	G	NA	NA	NA	Narcisco & Aurelia Melendez			16
47	Kendall Ave	4,356	43	101	Single Family	G				Narcisco & Aurelia Melendez			16
51	Kendall Ave	4,356	43	101	Single Family	G	1.00	748	1925	Judith Hassard	Yes	Residential	16
54	Kendall Ave	5,227	53	101	Single Family	G	1.50	814	1925	Richard Creighton	Yes	Residential	16
55	Kendall Ave	13,939	80	101	Single Family	G	2.00	1,300	1907	Cleidson Ribeiro	Yes	Residential	16
58	Kendall Ave	5,227	143	101	Single Family	G	1.50	1,430	1925	Terrance & Janet Sinclair	Yes	Residential	16
61	Kendall Ave	17,424	20	104	Two Family	G	2.00	2,300	1973	Hans Thamhain	No	Residential	16
65	Kendall Ave	8,712	70	101	Single Family	G	1.25	1,500	1912	Thelma Corvera & Miriam Samatoa	Yes	Residential	16
66	Kendall Ave	4,792	127	101	Single Family	G	1.75	1,022	1907	Ian Ehrenwald	Yes	Residential	16
68	Kendall Ave	5,227	56	101	Single Family	G	1.75	1,443	1959	Robert Allan		Residential	16
69	Kendall Ave	12,632	90	104	Two Family	G	2.50	2,074	1910	William Newton	No	Residential	16

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
74	Kendall Ave	4,792	53	101	Single Family	G	1.75	840	1922	Richard & Lynne Ward	Yes	Residential	16
75	Kendall Ave	5,227	41	101	Single Family	G	2.00	960	1926	Gordon & Kathleen Hopper	Yes	Residential	16
78	Kendall Ave	4,356	107	101	Single Family	G	1.75	975	1922	Peter & Ginger Hoffman	No	Residential	16
79	Kendall Ave	7,405	164	101	Single Family	G	1.50	914	1892	Harold & Elizabeth Kach	Yes	Residential	16
85	Kendall Ave	5,227	141	101	Single Family	G	1.00	726	1922	Michael & Carol Sinesi	Yes	Residential	16
86	Kendall Ave	4,792	130	13	MULTI_USE RES	G	2.00	2,688	1910	Ning Feng Guan & Klaus Heimann	No		16
88	Kendall Ave	6,098	50	101	Single Family	G	1.75	1,491	1952	Elias Verdy		Residential	16
89	Kendall Ave	5,227	48	101	Single Family	G	1.00	1,008	1932	Thomas & Jeanne Leonard	No	Residential	16
90/92	Kendall Ave	5,663	108	104	Two Family	G	2.25	2,830	1923	Robert & Katherine Lynch		Residential	16
92	Kendall Ave	33,541		132	RES DEV LAND	G	NA	NA	NA	Mary O'Rourke			16
94	Kendall Ave	5,663	37	104	Two Family	G	1.75	1,662	1867	Rafael Gutierrez & Jose Chicas	No	Residential	16
99	Kendall Ave	21,344	82	101	Single Family	G	1.50	1,224	1929	Philip Quinn & Debora Chipman	Yes	Residential	16
101	Kendall Ave	29,185	83	101	Single Family	G	1.75	1,275	1867	James & Margaret Hanscom	Yes	Residential	16
117	Kendall Ave	6,098	50	101	Single Family	G	1.50	1,200	1909	Mario Moreno	Yes	Residential	16
121	Kendall Ave	6,098	50	101	Single Family	G	1.00	984	1927	Irene Putman	Yes	Residential	16
125	Kendall Ave	6,098	50	101	Single Family	G	1.00	780	1927	Sandra Jaramillo	Yes	Residential	16

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
129	Kendall Ave	10,019	80	101	Single Family	G	1.00	962	1927	David Mayo	Yes	Residential	16
131	Kendall Ave	54,014	48	104	Two Family	G				James & Roberta Geoghegan			16
133	Kendall Ave	17,424		131	RES PDV LAND	G	1.75	2,473	1807	Sherborn Meadows LLC			16
71 RR	Kendall Ave	14,375	-	101	Single Family	G				William Newton			16
131 RR	Kendall Ave	247,856	-	712	VEGETABLE CROP					James & Roberta Geoghegan			16
6	Stillman Street	4,792	45	101	Single Family	G	1.50	1,122	1920	Robert & Barbara Howland	Yes	Residential	16
9	Stillman Street	9,517	90	101	Single Family	G	2.55	1,296	1922	Mary Ellen Tenore TR		Residential	16
10	Stillman Street	5,227	50	101	Single Family	G	1.50	740	1908	Rita Duggin	Yes	Residential	16
12	Stillman Street	5,227	50	101	Single Family	G	1.00	960	1989	Maureen Ann Duggan	Yes	Residential	16
15	Stillman Street	5,227	50	101	Single Family	G	1.75	1,166	1925	Athan Bunupatam	Yes	Residential	16
19	Stillman Street	5,227	50	101	Single Family	G	1.50	791	1922	Karen Ward	Yes	Residential	16
22	Stillman Street	10,454	50	101	Single Family	G	1.75	747	1922	Patricia Macdonald & Christian Pupecki	Yes	Residential	16
23	Stillman Street	5,227	50	101	Single Family	G	1.75	786	1917	Roberto Dossantos	Yes	Residential	16
26	Stillman Street	5,227	50	101	Single Family	G	1.00	1,072	1914	Everton & Norma Charles	Yes	Residential	16
27	Stillman Street	8,276	50	101	Single Family	G	1.50	1,029	1917	Gerals Ceccarini	Yes	Residential	16
28	Stillman Street	1,742		132	Res UDV Land	G	NA	NA	NA	Everton & Norma Charles	Open Space	Vacant Land	16

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
0	Stillman Street	1,742		936	Vacant, Tax Title	G	NA	NA	NA	Town of Framingham	Open Space	Vacant Land	16
12	America Street	6,534	49	101	Single Family	G	1.50	982	1922	Jason & Dotzel, Laura, Kulesa		Residential	16
14	America Street	6,534	48	101	Single Family	G	2.00	1,278	1923	Kois Francello	Yes	Residential	16
18	America Street	14,810	62	101	Single Family	G	1.50	1,238	1912	David & Sherry Nowland	Yes	Residential	16
23	America Street	6,534	80	101	Single Family	G	2.00	1,600	1969	Joesph & Elizabeth Mcanulty	Yes	Residential	16
25	America Street	6,970	90	101	Single Family	G	1.75	1,454	1956	John & Ellen Pescosolido	Yes	Residential	16
26	America Street	5,227	50	101	Single Family	G	1.75	1,040	1923	Evan & Brianne Weider	Yes	Residential	16
27	America Street	4,792	63	101	Single Family	G	1.75	910	1923	Jean Renault Valcort	Yes	Residential	16
30	America Street	5,227	56	101	Single Family	G	1.75	840	1912	Abigail Macdonald	Yes	Residential	16
31	America Street	5,227	63	101	Single Family	G	2.00	1,632	1925	Olando & Morvane Sidney	Yes	Residential	16
35	America Street	5,227	63	101	Single Family	G	1.50	1,522	1955	William & Barbara Budgen	Yes	Residential	16
38	America Street	5,227	66	101	Single Family	G	2.00	1,470	1922	Margaret Ann Hamel	Yes	Residential	16
40	America Street	5,227	50	101	Single Family	G	2.00	1,296	1922	Miguel Angel & Alba Quinones	Yes	Residential	16
42	America Street	4,792	50	101	Single Family	G	1.00	1,008	1965	Richard Clow	Yes	Residential	16
43	America Street	10,019	125	101	Single Family	G	1.75	1,554	1956	Steven & Sally Zafron	Yes	Residential	16

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
44	America Street	4,569	50	101	Single Family	G	1.50	1,840	1933	Marie Janvier	Yes	Residential	16
46	America Street	11,220	20	104	Two Family	G	2.00	2,184	1965	Timothy Kelleher Trust	No	Residential	16
47	America Street	5,000	63	101	Single Family	G	1.75	1,592	1948	Derny and Sonete Kammer	Yes	Residential	16
48	America Street	14,266	20	104	Two Family	G	2.00	2,184	1965	Timothy Kelleher Trust	No	Residential	16
50	America Street	11,871	176	101	Single Family	G	1.50	1,275	1952	Gerald Caico	Yes	Residential	16
51	America Street	10,234	161	101	Single Family	G	1.75	1,600	1950	Carmensuta Kennedy and Rebecca Reed	Yes	Residential	16
14RR	America Street	4,792		132	RES UDV LAND	NA	NA	NA		Lois Francello	Open Space	Vacant Land	16
3	Curtis Road	11,326	88	104	Two Family	G	2.00	2,758	1972	Life Estate - Pasquale & Celia Demauro	Yes	Residential	16
5	Curtis Road	16,553	25	101	Single Family	G	1.00	1,124	1956	Alberto & Teresa Fonseca	Yes	Residential	16
12	Curtis Road	10,890	108'	101	Single Family	G	1.75	1,365	1953	Kenneth & Jennifer Young	Yes	Residential	16
18	Curtis Road	8,276	81'	101	Single Family	G	1.75	1,592	1953	Stephen & Colleen Garofalo	Yes	Residential	16
26	Curtis Road	8,276	81'	101	Single Family	G	1.75	1,592	1953	Russell & Catherine Lightbody	Yes	Residential	16
30	Curtis Road	8,276	81'	101	Single Family	G	1.00	1,066	1954	Mary Ellen Michaels	Yes	Residential	16
34	Curtis Road	8,276	81'	101	Single Family	G	1.00	1,126	1953	Dennis Canali	Yes	Residential	16
41	Curtis Road	17,860	160	101	Single Family	G	1.00	984	1955	Delia Muto Life Estate			16

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
42	Curtis Road	8,276	81	101	Single Family	G	1.00	1,040	1955	Gigi Nowlan	Yes	Residential	16
43	Curtis Road	10,890	100'	101	Single Family	G	1.00	1,248	1957	Suzanne Dirienzo	Yes	Residential	16
44	Curtis Road	8,712	171	101	Single Family	G	1.00	1,248	1956	Thomas & Sandra & Jason Linton	Yes	Residential	16
45	Curtis Road	9,148	80'	101	Single Family	G	1.00	864	1955	Alberta & Martelli, Richard Monroe	Yes	Residential	16
46	Curtis Road	9,583	78	101	Single Family	G	1.00	864	1955	David Harber	Yes	Residential	16
47	Curtis Road	9,148	80'	101	Single Family	G	1.00	1,584	1956	Mary Davis	Yes	Residential	16
48	Curtis Road	10,890	75'	101	Single Family	G	1.00	1,032	1955	Lisa Collins & Mark Yusikones	Yes	Residential	16
49	Curtis Road	9,148	80'	101	Single Family	G	1.00	1,200	1854	Cynthia Blackwell	Yes	Residential	16
50	Curtis Road	11,761	75'	101	Single Family	G	1.00	1,448	1955	Walter & Virgin Yusikones	Yes	Residential	16
51	Curtis Road	9,148	80'	101	Single Family	G	1.00	1,032	1955	Peter Tessicini	Yes	Residential	16
52	Curtis Road	9,148	185'	101	Single Family	G	1.00	1,160	1955	Albert & Deborah Barber	Yes	Residential	16
53	Curtis Road	9,583	80'	101	Single Family	G	1.00	1,235	1954	Stephen & Rita Leverone	Yes	Residential	16
54	Curtis Road	8,712	80'	101	Single Family	G	1.00	864	1957	James & Kimberly Chicco	Yes	Residential	16
55	Curtis Road	11,761	62	101	Single Family	G	1.00	864	1955	Kendra Kiraithe	Yes	Residential	16
56	Curtis Road	8,712	80'	101	Single Family	G	1.00	864	1954	Christina Mendonca	Yes	Residential	16
57	Curtis Road	17,424	120'	101	Single Family	G	1.75	1,344	1955	Kofi Karikari	Yes	Residential	16

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
58	Curtis Road	9,583	185'	101	Single Family	G	1.00	1,152	1957	Robert & Elizabeth Chalmers	Yes	Residential	16
59	Curtis Road	8,712	74'	101	Single Family	G	1.00	956	1954	Percy Anez	Yes	Residential	16
61	Curtis Road	8,712	85'	101	Single Family	G	1.00	888	1955	Susan & Paulo Simoes	Yes	Residential	16
63	Curtis Road	8,712	85'	101	Single Family	G	1.00	1,248	1955	Anna & Ann Marie Manucci	Yes	Residential	16
9999	Curtis Road	1,307		132	RES UDV LAND	G	NA	NA	NA	Gwendolyn Holbrow	Open Space	Vacant Land	16
7	Taralli Terrace	6,641	69	337	Comm. Pkg. lot	B / M	-	-	n/a	Spyglass Limited Partnership		Vacant	17
8	Taralli Terrace	5,435	44	101	Single Family	B / M	2.50	1,690	1897	Armando Colonna Life Estate	Yes	Residential	17
11	Taralli Terrace	8,002	162	104	Two Family	M	2.00	2,351	1900	Richard Dutilly	No	Residential	17
16	Taralli Terrace	6,500	65	105	Three Family	M	2.00	2,978	1887	Reynaldo and Ericka Solares	No	Residential	17
24	Taralli Terrace	4,502	132	104	Two Family	M	2.00	2,192	1922	Sidney and Eileen Katz	No	Residential	17
32	Taralli Terrace	6,290	74	105	Three Family	M	3.00	2,232	1907	Eugene Messana	No	Residential	17
36	Taralli Terrace	11,270	118	316	Storage/wrhse	M	1.00	5,520	1970	Haffey Family Property Holdings LLC	No	Commercial	17
4	Picard Terrace	9,045	76	104	Two Family	G	2.00	2,484	1968	Carlos and Leocadia Turcios	Yes	Residential	17
8	Picard Terrace	10,970	21	104	Two Family	G	2.00	2,484	1968	Annette Haney	Yes	Residential	17
12	Picard Terrace	11,222	50	104	Two Family	G	2.00	2,484	1968	Regiadriane Delane and others	Yes	Residential	17

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
14	Picard Terrace	12,800	33	104	Two Family	G	2.00	2,484	1968	Clifford and John Rozario	Yes	Residential	17
18	Picard Terrace	10,437	47	104	Two Family	G	2.00	2,484	1968	Milson and Filisbina Gomes	No	Residential	17
22	Picard Terrace	18,202	52	104	Two Family	G	2.00	2,484	1968	Aldo and Myrna Cortez	Yes	Residential	17
26	Picard Terrace	30,198	25	104	Two Family	G	2.00	2,484	1968	Carlos and Reina Regaldo	Yes	Residential	17
32	Picard Terrace	9,351	68	104	Two Family	G	2.00	2,484	1968	Tirsa De Los Santos and Patrick Cloirec	Yes	Residential	17
3	Beaver Park Road	32,431	230	112	>8 Units	G	2.00	19,200	1972	Colonial Arms (James Coleross, LLC)	No	Residential	17
4	Beaver Park Road	9,800	70	104	Two Family	G	2.00	1,687	1912	Nelson Landaverde	Yes	Residential	17
0	Second St	409,299		970	Housing Auth.	G	2.00	164,096	1967	Pelham Beaver Ltd. Partnership	No	Residential	17
2	Second St	6,258	65	325	Small Retail	B	2.00	2,204	1925	Richard E Tolan Sr.		Retail	17
3	Second St	6,764	100	325	Small Retail	M	1.00	4,364	1925	Paulo Roberto Pinto		Retail	17
6 & 8	Second St	15,335	134	109	More than one house	G	2.00	2,268	1897	Paulo Roberto Pinto	Yes	Residential	17
14	Second St	39,522	232	101	Single Family	G	1.00	1,241	2006	Henry Kiberu	Yes	Residential	17
15 & 17	Second St	50,377	271	102	Condominium	G	3.00		1969	South Middlesex Non-Profit Housing	No	Residential	17
16	Second St	16,868	65	102	Condominium	G	2.00	3,004	2006	Multiple	Yes	Residential	17

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
20	Second St	8,003	77	102	Condominium	G	2.00	3,098	2005	Multiple	Yes	Residential	17
21	Second St	13,302	102	105	Three Family	G	2.50	2,860	1922	Stephanie Davis	?	Residential	17
25	Second St	8,008	44	104	Two Family	G	2.00	2,646	2007	Francis and Patricia Miele	No	Residential	17
27	Second St	8,411	167	104	Two Family	G	2.00	2,484	1988	John and Stephanie Davis	?	Residential	17
30	Second St	5,609	76	101	Single Family	G	1.75	798	1817	Sebastian and Aura Parejo	Yes	Residential	17
36	Second St	6,248	41	960	Church	G	1.00	1,696	1950	Mount Sinai Church		Church	17
42	Second St	10,255	65	101	Single Family	G	2.00	1,594	1887	Herberto Martinez	Yes	Residential	17
82	Second St	628,196	245	970	Housing Auth.	G	2.00	255,240	1975	Pelham Beaver Ltd. Partnership	No	Residential	17
90	Second St	32,600	233	112	>8 Units	G	2.00	12,240	1977	F & K Association, LLC	No	Residential	17
92	Second St	9,800	70	104	Two Family	G	2.00	1,338	1892	Jorge Hurtado and Aimes Herrera	Yes	Residential	17
94	Second St	9,800	70	101	Single Family	G	1.50	655	1902	Francisco and Vilane Oliveira	Yes	Residential	17
96	Second St	8,400	70	104	Two Family	G	2.00	2,400	1987	Diane and Charles Smith	No	Residential	17
103	Second St	6,340	109	101	Single Family	G	1.00	714	1953	Peter Varriale	No	Residential	17
105	Second St	6,624	10	101	Single Family	G	1.00	1,071	1942	Valente Magalhaes	Yes	Residential	17
107	Second St	7,000	50	101	Single Family	G	1.00	714	1942	Romeu Magalhaes	Yes	Residential	17
109	Second St	7,000	50	101	Single Family	G	2.00	1,468	1950	Beatrice and Emmanuel Monereau	Yes	Residential	17

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
111	Second St	7,000	50	101	Single Family	G	1.00	922	1942	Roberto and Monica Pessanha	Yes	Residential	17
113	Second St	7,000	50	101	Single Family	G	1.00	690	1953	Rosemary Brown Life Estate	?	Residential	17
115	Second St	7,000	50	101	Single Family	G	1.00	714	1955	Eries and Vargas Burgos	No	Residential	17
117	Second St	7,000	50	970	Housing Auth.	G	1.00	714	1952	Framingham Housing Dev. Corp.		Residential	17
119	Second St	7,000	50	101	Single Family	G	1.00	1,008	1953	Byron Lemus and Rita Dacosta	Yes	Residential	17
121	Second St	7,000	50	101	Single Family	G	1.00	1,155	1955	Richard Nascimento	Yes	Residential	17
123	Second St	7,000	50	101	Single Family	G	1.50	901	1950	Jose Junior	Yes	Residential	17
125	Second St	9,100	65	101	Single Family	G	1.00	912	1956	Marcelo Da Silva and Regiane De Oliveira	Yes	Residential	17
129	Second St	9,100	65	101	Single Family	G	1.75	1,487	1959	Olympio and Matilde Araujo	Yes	Residential	17
131	Second St	9,800	210	104	Two Family	G	2.00	2,016	1964	Joseph Horan Trust and Greyhouse Realty Trust	Yes	Residential	17
150 & 154	Second St	75,837	640	102	Condominium	G / M	3.00	?	1969	Birchwood Condominiums	Yes	Residential	16
155	Second St	41,065	297	112	>8 Units	G	2.00	26,400	1975	Ronald Porter and Lisa Realty Trust	No	Residential	16
1	Marian Road	8,237	68	101	Single Family	G	1.75	1,176	1979	Richard Baritz	Yes	Residential	17
3	Marian Road	9,146	68	101	Single Family	G	1.75	1,104	1979	Martin Owino and Phoebe Odhiambo	Yes	Residential	17

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
4	Marian Road	9,800	70	102	Condominium	G	2.00	2,180	1989	#A: Veronica Alzate and #B: Shahida and Imtiaz Chaudhry	Yes	Residential	17
5	Marian Road	9,146	68	101	Single Family	G	2.00	1,194	1979	Robert and Barbara Upham	Yes	Residential	17
6	Marian Road	8,120	70	101	Single Family	G	1.50	1,497	1872	Luisa Flores	Yes	Residential	17
7	Marian Road	9,795	70	101	Single Family	G	2.00	1,370	1877	Jose and Robles Arevalo et al.	Yes	Residential	17
11	Marian Road	9,980	70	101	Single Family	G	1.00	1,073	1955	Iqbai Shahzad and Mina Benjamaa	Yes	Residential	17
16	Marian Road	10,000	100	101	Single Family	G	1.00	1,136	1956	Agustin Cruz and Lorraine Acosta	Yes	Residential	17
20	Marian Road	13,877	140	101	Single Family	G	1.50	1,362	1954	Patricia and Delbert Miller	Yes	Residential	17
22	Marian Road	8,027	65	104	Two Family	G	2.00	2,200	1975	Sonia Escorbor	Yes	Residential	17
24	Marian Road	10,970	20	104	Two Family	G	2.00	2,250	1968	Paulo DaSilva and Sandra DeOliveira	Yes	Residential	17
26	Marian Road	8,027	65	104	Two Family	G	2.00	2,200	1968	Carlos Fancisco and Ademir Borges	Yes	Residential	17
28	Marian Road	8,696	184	104	Two Family	G	2.00	2,296	1968	Lorenzo Pimental	Yes	Residential	17
30 A-B	Marian Road	8,003	124	104	Two Family	G	2.00	2,156	1968	Epifanio Espinal	No	Residential	17
30 C-D	Marian Road	8,607	30	104	Two Family	G	2.00	2,392	1968	Jerry and Elizabeth Hadjah	Yes	Residential	17
120	Leland St	173,369	171	400	Manufacturing	M	2.00	85,576	1950	Leland Corp			16

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
125	Leland St	13,504	56	31	Multi-Use COM	M	1.00	640	1932	Trinity General Corporation			16
0/133/9999	Leland St	22,216	24	310	Fuel Tank	M				R L & FJ Gardner TRS (Trinity Oil Inc)			16
133	Leland St	43,560	150	310	Fuel Tank	M				R L & FJ Gardner TRS (Trinity Oil Inc)			16
138	Leland St	49,223	135'	402	Office Building	M	1.00	4,420	1925	GCC Realty Corp			16
142	Leland St	43,996	220'	335	Car Wash	M	2.50	2,160	1919	James Trombi			16
146	Leland St	346,738	217'	402	Office Building	M	2.00	69,264	1973	Leland 146 Realty Corp			16
155	Leland St	26,572	115	13	Multi-use Res	G	2.00	1,182	1900	James Trombi			16
157	Leland St	8,712	65	104	Two Family	G				James & Italo Trombi			16
163	Leland St	13,068	57	104	Two Family	G	2.50	2,519	1882	Vincent Lamberti	Yes	Residential	16
167	Leland St	16,553	120	101	Single Family	G	1.00	1,596	1962	Jannet & Rember Stwolinsky	Yes	Residential	16
168	Leland St	14,375	90	111	4-8 unit apartment	G				Leland & Trailside, LLC			16
169	Leland St	91,476	-	933	Vacant, Education	G				Town of Framingham	School	Woodrow Wilson School	16
169	Leland St	109,771	223	934	Improved, Education	G				Town of Framingham	School	Woodrow Wilson School	16
169	Leland St	29,621	60	933	Vacant, Education	G				Town of Framingham	School	Woodrow Wilson School	16
169	Leland St	91,476	-	933	Vacant, Education	G				Town of Framingham	School	Woodrow Wilson School	16
169RR	Leland St	8,712	-	104	Two Family	G							16

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
172	Leland St	9,583	93	104	Two Family	G	1.00	1,992	1952	James & Carol Ellsworth		Residential	16
173	Leland St	14,810	115	104	Two Family	G	2.00	2,484	1969	Richard Donovan & Stephen Heath		Residential	16
178	Leland St	8,276	204	105	Three Family	G	1.00	1,496	1947	Stephen & Lisa Chabot		Residential	16
24	Blandin Ave (5 & 13 Beaver St)	62,291	485	321	Equip Retail	M	1.00		2014	E.C. Barton & Co		Commercial	16
10 & 22	Beaver St	3,920	60	130	RES DEV LAND	M	1.75	1,218	1867	Avram J ET AL Goldberg TRS			17
34	Beaver St	3,920		440	IND Dev. Land	M				E.C. Barton & Co			16
35	Beaver St	2,178	100	440	IND Dev. Land	M				E.C. Barton & Co			16
39	Beaver St	16,988	247	325	Retail Store	M	1.00	1,800	1984	Beaver Court Inc		Commercial	16
40	Beaver St	6,534	50'	101	Single Family	M	2.00	1,360	1892	Mirta Rivera	Yes	Residential	17
44	Beaver St	6,098	50'	101	Single Family	M	2.50	1,351	1902	Marina Coutierrez	Yes	Residential	17
47	Beaver St	22,216	100'	104	Two Family	M	2.50	2,184	1927	Chirstopher Mahoney		Residential	17
50	Beaver St	7,841	80	104	Two Family	M	2.00	2,248	1907	Maria A Life Estate Claussell		Residential	17
54	Beaver St	257,875	425	931	Improved, Selectmen	M				Town of Framingham Parks	Park	Mary Dennison Park	17
59	Beaver St	5,663	10	332	Auto Repair	M	1.00	5,000	1927	John & June McNulty			16
59	Beaver St	4,792	59	104	Two Family	M	1.75	2,029	1927	Dominic & Donald Villa		Residential	16
61	Beaver St	5,227	50	104	Two Family	M	2.00	2,248	1927	John & June McNulty		Residential	16

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
63	Beaver St		50		CONDOS	M				63 Beaver Street Condominium	Condo	Residential	16
67/69	Beaver St	48,787	166	332	Auto Repair	M	1.00	2,480	1953	Alprila Real Estate Holdings, LLC		Auto Repair	16
84	Beaver St	124,146	455	931	Improved, Selectmen	M				Town of Framingham Parks		Park	17
93	Beaver St	36,590	128	392	Com UND LAND	M				Alprila Real Estate Holdings, LLC			16
99	Beaver St	10,890	50	104	Two Family	M	2.00	1,776	1927	Antonio & Jorge Lage TRS		Residential	16
103	Beaver St	9,583	50	101	Single Family	M	1.75	1,402	1927	Hamid & Sultanet Khan	Yes	Residential	16
109	Beaver St	23,522	115	325	Retail Store	M	1.00	4,600	1970	Maya & Kalpesh & Manisha Patel TRS		Commercial	16
111	Beaver St	23,522	115	332	Auto Repair	M				Stevn & Michael Jines		Auto Repair	16
115	Beaver St	259,182	115	314	Truck Repair	M	1.00	21,440	1960	Donald Malkin		Truck Repair	16
121/125/147	Beaver St	228,254	175	391	COM PDV LAND	M				Domenic Verelli ET AL TRS			16
126	Beaver St (9999 Marian Rd)		93		CONDOS	G				Brookside Condominium		Residential	17
130	Beaver St	13,939	100	104	Two Family	G	2.00	2,428	1975	Linda Ryan		Residential	17
131	Beaver St	10,019	50	104	Two Family	G	2.50	2,260	1927	Christine Raffol		Residential	17
134	Beaver St	13,929	100	101	Single Family	G	1.50	2,100	1954	Leonel & Mayra Medina	Yes	Residential	17

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
137	Beaver St	10,019	50	104	Two Family	G	2.50	2,260	1927	Vinod Patel	No	Residential	16
142	Beaver St	10,019	210	101	Single Family	G	1.75	1,286	1885	Vinod Patel	No	Residential	17
143	Beaver St	10,019	50	104	Two Family	G	2.50	2,258	1927	Isaias & Onida Braga	No	Residential	17
149	Beaver St	5,663	50	131	RES PDV LAND	G				Isaias & Onida Braga	No		16
151	Beaver St	6,970	50	104	Two Family	G	2.50	2,229	1932	Fannie Mae	No	Residential	16
155	Beaver St	10,019	70	101	Single Family	G	1.00	1,224	1961	Manuel Alves Dasilva	No	Residential	16
158	Beaver St	11,326	210	101	Single Family	G	2.00	960	1917	Arthur Cunneen	Yes	Residential	17
161	Beaver St	10,019	70	104	Two Family	G	2.50	2,714	1917	Nicholas Bennett-Despres	No	Residential	16
162	Beaver St	10,019	75	101	Single Family	G	2.50	1,580	1917	Maria Gomes & Antonio Netto	Yes	Residential	17
170	Beaver St	8,276	164	104	Two Family	G	2.50	2,488	1912	Ronaldo & Marlene Santos	No	Residential	17
172	Beaver St	7,405	192	101	Single Family	G	1.00	875	1941	John & James Evans & Joseph & Richard Evans	Yes	Residential	17
179	Beaver St	10,019	180	101	Single Family	G	1.75	1,328	1892	Thomas & Elizabeth Speranza	Yes	Residential	16
182	Beaver St	7,405	53	101	Single Family	G	1.25	1,131	1912	Anna Russo	No	Residential	17
185	Beaver St	3,485	35	104	Two Family	G	2.50	2,101	1897	Donald Gentili & Maria Dacosta	Yes	Residential	16
188	Beaver St	14,810	105	101	Single Family	G	1.75	1,368	1917	Joseph Asare & Elizabeth Adjapong	Yes	Residential	17

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
205	Beaver St	10,019	210	104	Two Family	G	2.00	1,924	1927	Joseph & Anne Mazzola	No	Residential	16
208	Beaver St	12,197	186	105	Three Family	G	2.00	3,584	1917	Susan Laranas & Charles Smith TRS		Residential	17
211	Beaver St	10,019	70	104	Two Family	G	2.50	2,012	1897	Michale & Michael Bahery	No	Residential	16
218	Beaver St	19,854	253	112	Greater than 8 Unit Apartments	G	2.00	18 units	1972	Thomas Piatt	No	Residential	17
225	Beaver St	11,326	220	101	Single Family	G	2.00	1,396	1927	Eric & Donna Van Eversley	No	Residential	16
228	Beaver St	10,454	210	104	Two Family	G	2.00	2,340	1907	Christine Ruffin	Yes	Residential	17
234/236	Beaver St	10,890	67	959	Two Family RES	G	2.50	2,392	1907	Framingham Housing Authority	No	Residential	17
235	Beaver St	11,326	82	104	Two Family	G	2.00	2,174	1867	Clemente Alves Gomes	Yes	Residential	16
240	Beaver St	35,284	65	130	RES DEV LAND	G				Henry & Liliia Martinez			17
243	Beaver St	16,117	80	104	Two Family	G	1.50	1,570	1867	Altivo Salla JR	Yes	Residential	16
244	Beaver St	13,504	65	101	Single Family	G	1.75	1,494	1912	Oswaldo Linares & Ana Duenas	Yes	Residential	17
248	Beaver St	13,939	69	101	Single Family	G	1.75	1,926	1952	Jose & Isabel Fonesca	Yes	Residential	17
249	Beaver St	15,246	73	101	Single Family	G	1.50	1,082	1887	Thelma & Jose Paredes	Yes	Residential	16
250	Beaver St	8,276	58	101	Single Family	G	1.50	1,178	1918	Martin Price	Yes	Residential	17
253	Beaver St	13,939	67	104	Two Family	G	2.00	2,543	1948	Christine Mccooe	Yes	Residential	16
257	Beaver St	6,534	55	101	Single Family	G	2.00	1,558	1892	Robert & Susan Halloran	Yes	Residential	16

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
260/266	Beaver St	12,632	90	101	Single Family	G	2.00	1,659	1897	Aura Chinchilla & Juan Munoz	Yes	Residential	17
265	Beaver St	9,148	61	101	Single Family	G	2.25	1,501	1927	Bridget & Lucille Miola	Yes	Residential	16
269	Beaver St	8,276	50	101	Single Family	G	2.50	1,247	1928	William Marshall	Yes	Residential	16
270	Beaver St	16,988		931	Improved, Selectmen	M				Town Of Framingham DPW			17
275	Beaver St	11,761	60	13	Multi-use	G	2.00	5,870	1948	Aksharpooja LLC			16
283	Beaver St	13,939	90	105	Three Family	G	1.00	1,474	1955	James & Verma Horne TRS	No	Residential	16
289	Beaver St	7,840	90	104	Two Family	G	1.00	1,496	1952	James & Verma Horne TRS	No	Residential	16
59-A RR	Beaver St	7,405	-	400	Manufacturing	M	1.00	5,000	1983	Beauco, Inc		Manufacturing	16
115 RR	Beaver St	104,544	-	390	COM DEV LAND	M				Jerel Roseman			16
1	First Street	10,077	190	101	Single Family	G	1.00	1,240	1950	Jose and Rosa Correia Life Estate	Yes	Residential	16
2	First Street	10,900	85	101	Single Family	G	2.00	2,046	1902	David and Heather Bowen	No	Residential	16
4	First Street	8,500	65	101	Single Family	G	1.75	1,344	1993	Susie Buckley	Yes	Residential	16
7 & 9	First Street	9,240	132	104	Two Family	G	2.00	4,016	1982	Multiple	Yes	Residential	16
11	First Street	10,920	78	104	Two Family	G	3.00	2,868	1867	Ermelindo Lopez	?	Residential	16
12	First Street	14,700	105	104	Two Family	G	2.50	3,120	1907	Ermelindo Lopez	?	Residential	16

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
34	First Street	15,964	40	390	Vacant Dvlp. Land	M	-	-	n/a	Philip George Trust and First Street Realty Trust	No	Vacant	16
6	Third Street	12,040	70	104	Two Family	G	2.00	2,400	1986	Alice LaPlante	No	Residential	16
8	Third Street	10,500	140	104	Two Family	G	2.00	3,300	1985	Gilson and Hevelene DeOliveira	No	Residential	16
9	Third Street	5,950	70	101	Single Family	G	1.50	1,152	1925	Mark McKnight	Yes	Residential	17
12	Third Street	9,800	70	101	Single Family	G	1.75	2,738	1912	Jessica Tame	Yes	Residential	17
15	Third Street	4,675	55	101	Single Family	G	1.75	1,017	1912	Michael Thomas and Katrina Strubee	Yes	Residential	17
16	Third Street	7,000	50	101	Single Family	G	1.00	676	1942	Susan Haranas Trust and Third Street Realty Trust	?	Residential	17
19	Third Street	4,250	50	101	Single Family	G	1.70	1,224	1935	Stephen and Diane Fearbay	Yes	Residential	17
22	Third Street	6,300	45	104	Two Family	G	2.00	1,886	1921	Carlos Hanzi	No	Residential	17
25	Third Street	8,660	85	101	Single Family	G	1.75	1,549	1954	Harold and Muriel Fearbay	Yes	Residential	17
26	Third Street	6,300	45	101	Single Family	G	1.70	1,360	1925	Holly Doherty	Yes	Residential	17
28	Third Street	18,459	25	101	Single Family	G	1.75	1,456	1961	Adam and Amanda Porter	Yes	Residential	17
3	Carlson Road	749,325	585	970	Housing Auth.	G	2.00	25,302	1966	Framingham Housing Authority	No	Residential	17

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
2	Waverly Street	20,038	105	326	Restaurant	B	1.00	900	1925	Suburban Realty Trust			14
5	Waverly Street	9,583	100	390	Com. Dev Land	B				Beach Buggy Realty Trust			14
5R	Waverly Street	10,454	-	929	Other MA non reim	B				MBTA			14
12	Waverly Street	9,583	110	13	Multi-Use Res	B	3.00	3,974	1900	Cedars Realty Trust			14
14RR	Waverly Street	21,344	-	325	Retail Store	B	1.00	10,652	1940	Suburban Realty Trust			14
20	Waverly Street	6,534	45	337	Parkign Lot	B				Chaldean, Inc.			14
22	Waverly Street	25,265	90	334	Gas Station	B	1.00	2,672	1960	Chaldean, Inc.			14
30	Waverly Street	6,534	55	13	Multi-use Res	B	1.00	2,172	1945	Saponaro, LLC			14
34	Waverly Street	15,682	90	316	Warehouse	B	2.00	7,810	1950	Joel & Blanche Seifer			14
35	Waverly Street	2,178	25	424	Substation	B	1.00	180	1962	New England Telephone			14
37	Waverly Street	30,492	285	972	Authority, Transport	B	1.00	6,786	1926	Metrowest Regional Transit.			14
41	Waverly Street	6,534	75	325	Retail Store	B	1.00	3,245	1957	Kosivas, Eleftherios & Vasiliki			14
45	Waverly Street	7,841	95	334	Gas Station	B	1.00	5,322	1955	Jo-Rob Realty Trust (Tosti)			14
47	Waverly Street	19,166	140	334	Gas Station	B	1.00	2,680	1958	Tosti Realty Trust			14
48	Waverly Street	5,227	45	104	Two Family	B	1.50	1,239	1912	Villarroel Dealca			14
50	Waverly Street	6,970	55	101	Single Family	B	1.50	1,913	1917	Joseph P Keefe			14
55	Waverly Street	10,454	185	325	Retail Store	B	1.00	5,320	1954	The 55 to 69 Waverly Street Realty Trust (Tosti)			14

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
56	Waverly Street	6,098	50	104	Two Family	B	2.50	1,679	1907	Alfredo & Carmen D Rolon			14
64	Waverly Street	12,197	90	321	Equip Retail	B	1.00	24,134	1966	Wayne L Hansen			14
72-74	Waverly Street	9,583	125	104	Two Family	B	2.00	2,599	1920	Wayne L Hansen			14
80	Waverly Street	2,614	45	31	Multi-Use Com	B	2.00	4,448	1917	Jose Varela			14
84	Waverly Street	3,049	50	104	Two Family	B	2.00	2,884	1917	Gustavo & Sandra Guzman			14
86	Waverly Street	45,302	175	340	Gen Office	B	2.00	11,916	1984	Spyglass II LP			14
102	Waverly Street	9,148	45	13	Multi-use Res	B	2.50	3,378	1900	Applebaum Realty Co			14
112	Waverly Street	39,204	150	332	Auto Repair	B	1.00	706	1925	Applebaum Realty Co			14
117-119	Waverly Street		175			B				Albert and Leni Salgan			14
113	Waverly Street	7,135	-	325	Retail Store	B	1.00	11,678	1950	One Hundred-17 Waverly St LMTD			14
120	Waverly Street	83,635	60	338	Other Auto	B	1.00	1,800	1975	Applebaum Realty Co			14
124	Waverly Street	5,663	50	337	Parking Lot	B				B & F Realty Trust			14
125	Waverly Street	5,663	325	325	Retail Store	B	1.00	1,270	1950	Blue Moon Realty Trust			14
125R	Waverly Street	30,056	-	929	Other MA non reim	B				MBTA			14
128	Waverly Street	22,651	125	332	Auto Repair	B	1.00	1,072	1925	Paul & Fiedler, Herbert Brassard			14
135	Waverly Street	240,016	10	929	Other MA non reim	B				MBTA			14
138	Waverly Street	30,492	65	332	Auto Repair	B	1.00	2,123	1910	Jerel Roseman			14

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
144-146	Waverly Street	3,485	45	13	Multi-use Res	B	2.00	2,088	1930	144-146 Waverly St Realty Trust			14
150-154	Waverly Street	83,635	85	330	Auto Sales	B	1.00	5,510	1983	B & F Realty Trust			14
160	Waverly Street	12,197	82	337	Parking Lot	B				B & F Realty Trust			14
170	Waverly Street	30,056	75	390	Com. Dev Land	B				Chiappini Ernest et al			14
176	Waverly Street	60,113	170	326	Restaurant	B	1.00	5,260	1920	Chiappini Phillip			14
186	Waverly Street	16,553	75	326	Restaurant	B				Shock Auto Body Inc.			14
202	Waverly Street	13,504	105	337	Parking Lot	B				Shock Auto Body Inc.			14
208	Waverly Street	287,496	170	323	Shopping Cntr-mall	B	1.00	26,570	1968	New Creek II, LLC			14
228	Waverly Street	34,848	125	334	Gas Station	B	1.00	2,398	1959	Colbea Enterprises, LLC			14
74	Willis Street	6,970	122	325	Retail Store	M	1.00	16,262	1970	Joel and Blanche Seifer			17
75-77	Willis Street	148,975		316	Warehouse	M	1.00	3,562	1962	Thor M Egerhei			17
1	Morton Street	34,848	95	930	Vacant	M				Town of Framingham	Open Space		17
63	Morton Street	51,836	150	316	Warehouse	M	1.00	1,813	1900	Robert P Flaherty Trust			17
46	Morton Street	40,946	170	316	Warehouse	M	2.00	6,762	1915	Alan & Lori Roy Trust			17
57	Morton Street	43,560	140	316	Warehouse	M	1.00	5,280	1940	Robert P Flaherty Trust			17
44	Morton Street	13,068	50	332	Auto Repair	M	1.00	2,000	1989	Joseph L Fantoni Trust			17
42	Morton Street	20,909	95	332	Auto Repair	M	1.00	3,600	1970	Pauline Fantoni			17

Street #	Street Name	Lot Area	Frontage	LUC	LUC Disc	Zoning	Stories	Building area	year built	Owner	Owner Occ	Current Use	Prec.
43	Morton Street	67,518	190	403	Manufacturing Operation	M	1.00	3,200	1950	R.M. Tavolieri Equipment Co, Inc.			17
15	Morton Street	19,166	130	105	Three Family	M	2.00	2,128	1907	William McKenna			17
9	Morton Street	7,405	45	105	Three Family	M	2.50	2,220	1907	Ana & Eugenio Gonzales			17
five/seven	Morton Street	14,810	95	105	Three Family	M	2.50	2,734	1897	Ortiz, Angel			17
12	Morton Street	7,841	55	130	Res Dev Land	M				Javad H Moulai			17
10	Morton Street	4,792	70	104	Two Family	M	2.00	2,196	1882	Hernandez, Ricardo			17
80	Morton Street	8,276	80	325	Retail Store	M	1.00	5,156	1950	Wesgate Morton, LLC			17
81	Morton Street	179,467	415	316	Warehouse	M	1.00	26,106	1986	Hansen, Wayne (Trust)			17
82	Morton Street	6,534	50	391	Com PDV Land	M				Wayne Hansen			17
84	Morton Street	6,534	50	337	Parking Lot	M				Wayne Hansen			17
22	Coolidage Street	4,792	65	101	Single Family	M	2.50	1,320	1882				17
0/9999	Coolidage Street	193,406		930	Vacant, Selectmen	M				Town of Framingham Parks			17
14/16/18	Coolidage Street	11,680	125	337	Parking lot	M				Herb Fiedler & Paul Brassard		Framingham Auto Mall	17

APPENDIX B: Case Studies

Holyoke Transportation Center – Holyoke, Massachusetts

The City of Holyoke partnered with the Pioneer Valley Transit Authority (PVTA), Holyoke Community College, Head Start, and a private developer to rehabilitate two parcels in downtown Holyoke. One parcel was a vacant firehouse and another was a city parking lot formerly occupied by several automotive repair and fuel storage facilities. Today, the two parcels are a mixed-use transportation complex with a childcare center and an adult education center. The improved transportation facilities have increased public transportation ridership and attracted a new bus line to the city. Nineteen permanent jobs and 300 construction jobs were generated from this project. Furthermore, preservation of a historic building and streetscape improvements have enhanced the aesthetic appearance of downtown and improved public safety.

Source: Environmental Protection Agency, "Brownfields Successes in New England: Holyoke Transportation Center" (2011). Land and Community Revitalization <http://www.epa.gov/region1/brownfields/success/11/Holyoke.pdf>

Green City Growers Cooperative – Cleveland, Ohio

Green City Growers Cooperative, Inc. is a Cleveland based hydroponic greenhouse located in the city's Central Neighborhood and operates year round in a 3.2-acre indoor-outdoor facility. The Cooperative produces approximately 3 million heads of lettuce a year and various other fresh produce. The local labor force is represented and is given the opportunity to invest in company ownership with funds directly from their paychecks. This employee owned model is intended to enhance financial assets and establish a sustainable for-profit local business. Green City Growers supplies some of the city's largest employers including: the Cleveland Clinic, University Hospitals, and Case Western Reserve University. A construction grant from the Cleveland Foundation was the catalyst for this project but the for-profit ownership structure of the business allows the property to contribute to both city and state tax revenues.

Source: Allen, Karl S.; Berube, Mark D.; Bosen, Calliope E.; Lewis, Gregory Robert; Mello, Alexander Casey; Michniewicz, Caitlin Anne; Rosa, John Armando; Spencer, Sarah; and Wasserman, Stacy E., "Revitalization of the Lower Worthington Street District (Springfield, MA)" (2013). Landscape Architecture & Regional Planning Graduate Research and Creative Activity. Paper 31. http://scholarworks.umass.edu/larp_grad_research/31

Business incubator space / startup space

Business incubators help foster small business growth by creating jobs, generating income, and create linkages inside and outside the local economy. Incubator space decreases costs for start-up businesses because they share space, equipment, financial capital, and consulting services with other start-up businesses. Knowledge and networking opportunities is also shared within business incubators that can help small businesses grow. Types of industries that use incubator space can range from technology, software, life sciences, art, electronics, engineering, and medical

Commercial Corridor Overlay District – Worcester, Massachusetts

A Commercial Corridor Overlay District is currently under review by the Worcester City Council. It is one of the most recent overlay zoning district proposals exclusively targeted to encourage compact, mixed use, and pedestrian friendly redevelopment in urban corridors. It achieves these goals in the following manners by:

- prohibiting auto-related uses,
- imposing additional restrictions for drive-thru businesses,
- requiring minimum and maximum front-yard setback requirements,
- orienting buildings along sidewalks and place parking behind buildings,
- requiring no maximum floor area ratio (FAR) for mixed use buildings, and
- requiring bicycle parking relative to the number of automobile parking spaces provided.

Prohibit residential use in manufacturing and allow manufactures to use more of their property – Somerville, Massachusetts

One particular zoning ordinance that prohibits conventional residential uses in their industrial zoning districts is in Somerville, MA. The Somerville Zoning Ordinance (SZO) contains three industrial zoning districts, which are, Industrial A (IA), Industrial B (IB), and Industrial Park (IP). Despite conventional residential uses being prohibited, the SZO allows artist live/work space with a Special Permit or with a Special Permit with Site Plan Approval in the IA and IP Zoning Districts provided that the minimum lot area per dwelling unit requirement is fulfilled.

The IA and IB Zoning Districts have zero front- and rear-yard setback requirements while the IP Zoning District requires a fifteen foot front- and rear-yard setback. The SZO protects the encroachment of industrial parcels into residential zoning districts. The SZO includes a provision that imposes a side- and rear-yard setback for industrial zoned parcels abutting residential districts to 1/3 the height of the industrial building, but no less than fifteen feet.

Planned Manufacturing Districts – Chicago, Illinois

The City of Chicago established a zoning tool called Planned Manufacturing Districts (PMDs) in an attempt to preserve industrial and manufacturing development. The goal was to preserve industrial neighborhoods during a time when residential and commercial development was encroaching upon manufacturing land. The City and local economic development groups wanted to preserve manufacturing and industrial land because it was imperative to the City and local residents that the competitive wages and benefits for workers not be lost to increased residential development throughout Chicago. PMDs are specific manufacturing districts of five or more contiguous acres in order for the city better to plan

and direct programs and initiatives to promote their growth and development.

Wayfinding Signage Programs – Alexandria, Virginia

The City of Alexandria, Virginia developed a comprehensive design manual to establish and implement wayfinding signage within their community. Wayfinding signage is an attempt to provide information and directions to the community and visitors. Wayfinding signage allows the community and visitors to become comfortable in an urban environment and can direct people to public transportation hubs, public parking lots, directions to key nodes such as downtown, and important landmarks.

Alexandria's Wayfinding Design Guidelines Manual was adopted in September of 2010. The Manual includes design standards for all public signage within the City. The Manual includes: highway signage, city gateway signage, vehicular directional signage, parking directional signage, pedestrian kiosks & directional, shared pathway signage, destination identity signage, banner standards, and neighborhood identity signage. Furthermore, the signage includes maps, city emblem, universal design principles, and themes. While developing the Manual Alexandria wanted to embrace their historic roots, a majority of the signs have a historic character to their design. A full copy of the Manual can be accessed at www.alexandriava.gov/wayfinding

Public Housing with Mixed Use – Berkeley, California

The City of Berkeley recently completed several affordable housing projects which are mixed-use including residential on the upper floors of the development and commercial and office space on the first floors. Projects as described below have been designed to allow for people residing in the development to have access to the same amenities as those who live in walkable urban settings. This new type of affordable housing development allows inclusion of services to allow those who reside in the development to have an opportunity to build self-sufficiency. Examples of the commercial and office space use includes: restaurants, markets, medical service providers, education and community space, and often courtyards for meeting space.

Project	Address	Affordable Units	Mixed Use	Notes
Ashby Loft Apartments	2909 & 2919 Ninth Street	54 units total (53 affordable and 1 manager unit)	yes	100% of units are affordable, 20 units are Project-based Section 8, and 9 units are designed for disabled households.
University Neighborhood Apartments	1721 University Avenue	27 units total (26 affordable and 1 manager unit)	yes	100% of units are affordable, 17 units are Project-Based Section 8, and 9 units will be designated for disabled households

Sacramento Senior Housing	2517 Sacramento Street	40 units total (39 affordable and 1 manager unit)	yes	100% of units are affordable and 39 units are Project-Based Section 8
Oxford Plaza Apartments	2200 Fulton Street	97 units total (96 affordable and 1 manager unit)	yes	Range of affordable levels, 24 units are Project-Based Section 8
Helios Corner	1531 University Avenue	81 units total (80 affordable and 1 manager unit)	yes	100% of units are affordable, 40 units are Project-Based Section 8, 10 units are accessible, 2 units are for those hearing impaired, and all units are adaptable
Margaret Breland Homes	2577 San Pablo	28 units total (27 affordable and 1 manager unit)	yes	100% of units are affordable, 22 units are accessible, and all units are adaptable

Source: www.ci.berkeley.ca.us/contentdisplay.aspx?id=10502

Complete Streets – Boston, Massachusetts

The City of Boston recently embarked on a Complete Streets approach that puts pedestrians, bicyclists, and transit users on the same roadway as motor vehicles. This initiative works to enhance the quality of life for all street and streetscape users within the City of Boston. The major objectives of the Boston Complete Streets project is to provide for multimodal transportation and access for all, incorporate low impact development and best management practices for stormwater management, and provide smart technology as a wayfinding, vehicle sharing or smart meter option. Additionally, Boston has led the charge through its Complete Streets program to plant street trees along the streets of Boston to enhance the streetscape.

Source: <http://bostoncompletestreets.org>

Chapter 40R – State of Massachusetts

The State of Massachusetts through the Department of Housing and Economic Development has developed a Smart Zoning Overlay District Act, Chapter 149 of the Acts of 2004 to encourage communities to develop a dense residential or mixed-use district that would incorporate affordable housing. Chapter 40R projects need to provide affordable units, and be located near a transit station and be located in areas of urban centers. Communities looking to develop Chapter 40R projects need to adopt smart growth zoning either as-of-right or through limited site plan review. Several communities within Massachusetts including Haverhill, Northampton, and Reading have completed Chapter 40R projects. The Town of Natick recently received \$800k to help promote Smart Growth Projects. Source: www.mass.gov/hed/community/planning/chapter-40-r.html

APPENDIX C: Master Land Use Plan, 2014

Chapter 4 – Land Use Goals and Policies

4.11.3 South Framingham

4.11.3.1 Land Use Policies

Specific to Southeast Framingham (4.11.3 South Framingham)

Section	Language
4.11.3.1.c	Consolidate rail yard services into the existing Marshalling Rail Yard in South Framingham. Modernize the existing Marshalling Rail Yard in South Framingham by establishing a limited access roadway along existing regional utility easements and/or existing right-of-ways to provide freight transportation services for commercial enterprises that rely on truck and rail services.
4.11.3.1.d	Promote investments to retrofit existing buildings with energy efficient features to improve the economic values of these structures and promote a sustainable economy.

4.11.3.2 Environmental and Open Space Corridor Policies

Specific to Southeast Framingham (4.11.3 South Framingham)

Section	Language
4.11.3.2.a	Provide connections between open spaces and aqueduct properties to create a continuous corridor to improve the quality of life in existing residential neighborhoods.
4.11.3.2.b	Improve view-sheds of the natural and water resource areas where physical access is not possible such as Beaver Dam Brook and Washakum Pond.

4.11.3.3 Buffers and Transitions Policies
Specific to Southeast Framingham (4.11.3 South Framingham)

Section	Language
4.11.3.3.a	Establish a redevelopment plan that reclaims and reuses the industrial lands under appropriate design standards.
4.11.3.3.b	Recognize the need for special care along the edges of zoning districts whose uses are not compatible.
4.11.3.3.c	Provide design elements along industrial corridors that pass through non-industrial zones, e.g. boulevards, linear parks and pocket parks, to improve the appearance of the built environment and quality of life.
4.11.3.3.d	Improve visual physical and environmental buffers between non-residential uses and existing or new residential uses to protect residential neighborhoods.
4.11.3.3.e	Protect residential neighborhoods in South Framingham by adjusting zoning districts to more closely reflect actual usage.
4.11.3.3.f	Establish Town Capital Program policies to support the infrastructure for buffers and transitions.

4.11.3.4 Transportation and Destinations Policies
Specific to Southeast Framingham (4.11.3 South Framingham)

Section	Language
4.11.3.4.b	Increase links to the parks and playgrounds located within South Framingham and surrounding areas. These links will allow residents to safely and enjoyably walk to the parks.

4.11.3.6 Parking Policies
Specific to Southeast Framingham (4.11.3 South Framingham)

Section	Language
4.11.3.6.a	Reduce the congestion in residential neighborhoods in the South Framingham by improving public transit, parking design and use requirements in the General Residence (G) Zoning District.
4.11.3.6.b	Improve public facilities for overnight parking, off-street parking and winter parking bans.
4.11.3.6.c	Discourage parking on the front lawns of properties.
4.11.3.6.d	Encourage parking to be located to the side or rear of the property.
4.11.3.6.e	Improve neighborhood access to the trains, Logan Express, and Route 9.
4.11.3.6.f	Consider a neighborhood parking permit program.

Chapter 5 – Implementation of Land Use Actions

5.1.2 Zoning Districts or Overlay Districts for the Key Commercial Centers and Corridors

New zoning districts and/or overlay districts should be created for key commercial areas. These areas create an identity for the Town, provide opportunities for new local jobs, taxes, and further the economic development goal of this Master Land Use Plan.

5.1.2.1 Rezoning Key Districts

GENERAL – Town-wide not specific to Southeast Framingham

<p>Task 1: Complete a zoning analysis and land use study of the commercial districts:</p> <ul style="list-style-type: none">a. Collect Assessor records, property information, and current zoning information to accurately identify properties within the target rezoning areas or corridor;b. Collect and create maps to graphically represent the current zoning in addition to an appropriate area outside the corridors depicting the abutting corridor properties;c. Identify vacant and underutilized land for potential redevelopment or conservation; andd. Identify the priority commercial areas for overlay rezoning.	<p>Deliverables:</p> <ul style="list-style-type: none">a. Inventory Analysis with a property information for the area or corridor;b. Existing Conditions Maps; andc. Listing of Key Commercial Districts.
<p>Task 2: Prepare potential zoning overlay districts or redefined zoning districts</p> <ul style="list-style-type: none">a. Develop new zoning or overlay districts for the area or corridorb. Identify allowed uses;c. Include incentives to encourage new investment; andd. Develop potential area or corridor zoning maps to depict the proposed zoning district.	<p>Deliverables:</p> <ul style="list-style-type: none">a. Proposed zoning districts or overlay districts; andb. Potential Area or Corridor Zoning Maps.
<p>Task 3: Rezone the target areas or corridors through the Town Meeting process:</p> <ul style="list-style-type: none">a. Complete the public hearing process for input for the proposed zoning district changes; andb. Meet with the Standing Committee on Planning and Zoning for further input.	<p>Deliverables:</p> <ul style="list-style-type: none">a. Town Meeting presentation and background material; andb. Zoning District By-Law amendments.

5.1.2.3 Target Areas or Corridors Identified for Rezoning

Ten Target Areas and Corridors within Framingham have been identified by the Town as areas to be rezoned with new district regulations. These areas include: The General Business District for the Waverly Street (Route 135) corridor and General Manufacturing District in South Framingham;

5.1.2.3.2 South Framingham

Specific to Southeast Framingham (5.1.2.3 South Framingham)

South Framingham, along Waverly Street (Route 135) from the Natick and Ashland town lines, is an important area for the Town of Framingham. This area has been heavily settled since the establishment of Framingham, once home to Dennison Manufacturing and General Motors, is now the most densely populated area in Framingham. The existing zoning within this area consists of General Manufacturing (M), Light Manufacturing (M-1), Single Family Residential (R 1- 4, Office and Professional (P), and Business (B) Zoning Districts. Potential development sites and areas that maybe subject to future redevelopment can be identified through a susceptibility to change analysis. Potential development sites and redevelopment areas could possibly emerge under certain conditions at some of the locations identified through analysis.

The area of focus is along Waverly Street east of the Central Business (CB) Zoning District encompassing commercial properties and neighborhoods along Blandin Avenue, Leland Avenue Kendall Avenue, and east to the Natick line.

5.1.2.3.2.a	Consider rezoning to B-1, B-2, B-3, and B-4 Zoning Districts from General Business (B);
5.1.2.3.2.b	Create an entrepreneurial zoning district that supports a creative professional workforce and small startup businesses through a Live-Work District;
5.1.2.3.2.c	Partner with state and local organizations to consider a TOD overlay district;
5.1.2.3.2.d	Identify vacant and underutilized land isolated by intersecting rail lines for redevelopment and reinvestment; and
5.1.2.3.2.e	Identify sensitive habitat and wetlands for restoration and preservation.

Deliverables:

- Produce a land use analysis for Southeast Framingham along Route 135, TOD area, and Southwest Framingham along Route 135.
- Revise existing zoning as a result of the land use analysis that correlates to the area. Follow the Town Meeting process and seek final approval through the Attorney General.
- Produce a traffic study of the various study areas to be able to provide recommendations to increase the Level of Service and incorporate Complete Street Policies into the roadways.
- Produce an open space and park lands master plan to protect existing natural resources, provide directions for future preservation of open spaces, and establish a system for seeking outside funding sources.
- Develop a rail line and aqueduct trails master plan to guide the Town in creating future trails within the area.

5.2 LONGER TERM ACTIONS

5.2.9 Specific Areas Strategies

5.2.9.3 South Framingham

Specific to Southeast Framingham (5.2.9 South Framingham)

Section	Language
5.2.9.3.a	Develop a master redevelopment plan for vacant, contaminated, or underutilized industrial land to reverse disinvestment trends.
5.2.9.3.b	Identify expected build out and development, and conduct a build out land use analysis for future planning efforts;
5.2.9.3.c	Create an overlay district, or include standards in the existing By-law sections that require conservation of critical open space, natural resources, and habitat areas as part of sustainable commercial and industrial development projects; and
5.2.9.3.d	Review the zoning standards for the General Residence Zoning District to determine if the regulations achieve the intended results related to the character of neighborhood development.

5.5.6 Industrial Area Redevelopment

GENERAL – Town-wide not specific to Southeast Framingham

Many communities use Industrial Building Reuse Overlay Districts, Adaptive Reuse Overlay Districts, and Mill Conversion Districts to promote the reuse of vacant industrial areas and buildings. These Zoning Districts provide a community with more discretion over development and make the permitting process easier by better defining the basis for redevelopment. An overlay district can add flexibility for the redevelopment options and is typically advanced either with or without a master plan for redevelopment. New uses may be permitted incrementally and district impacts may be determined with build-out of a master plan. An overlay district may also include incentives for certain desired uses, particularly those considered compatible in a mixed-use building and site. The Berkshire Regional Planning Commission prepared the following summary of communities that have adopted industrial re-use regulations:

5.5.6.a	Underlying Zoning District (Properties located in a consolidated area that allowed a base zoning district to accurately describe allowed uses);
5.5.6.b	Variety of uses, including commercial, residential, industrial, and municipal services allowed via the table of use regulations most require site plan approval or a special permit;
5.5.6.c	Proposed uses must be compatible with existing uses;
5.5.6.d	Incompatible uses may be disapproved unless mitigating measures are provided;
5.5.6.e	Residential uses not allowed on the first floor of new structures, or existing commercial buildings;
5.5.6.f	Does not directly address parking or affordable housing; and
5.5.6.g	Reduction in lot area minimum (up to 10%) for donation of public amenities or access.

5.5.6.1 Overlay Districts

GENERAL – Town-wide not specific to Southeast Framingham

Overlay Districts can use a master plan or an incremental approach. The master plan approach requires a developer file a master site plan that identifies the impacts of proposed uses, including traffic, environmental, and effects on existing uses:

5.5.6.1.a	Allowed uses defined by underlying districts;
5.5.6.1.b	A special permit for additional uses detailed in the master site plan;
5.5.6.1.c	Consideration of history of structures (with a report to the historical society);
5.5.6.1.d	Maximum number of dwellings determined by Planning Board based on existing structures, trip generation, and number of affordable units provided;
5.5.6.1.e	A limit (e.g., 10%) on larger dwelling units (e.g., three bedrooms); and
5.5.6.1.f	Allows for increase or reduction in parking requirements, on a case-by-case basis.

APPENDIX D: Framingham Open Space and Recreation Plan, 2013

Action Item #	Goal	Objective	Action
1A1	1. Maintenance and improvement of the current inventory of active recreational facilities	A. Improve routine maintenance and continue to improve existing facilities	1. Undertake necessary improvements of recreation facilities identified in Table 7-1 and Map 10. Those facilities in need of upgrades are listed below. <ul style="list-style-type: none"> - Bates Road Park (A) - Bowditch Field (B) - Butterworth Park (C) - Cushing Memorial Park (D) - Danforth Park (E) - Dennison Park (F) - Farm Pond Recreation Area (G) - Furber Park (H) - Loring Arena (I) - Mason Park (J) - Mt. Wayte Park (K) - Nobscot Park (L) - Oakvale Park (M) - Saxonville Beach (N) - Temple Street Playground (O) - Lake Waushakum Beach (P) - Winch Park (Q) - Victory Field (R) - Edwards and Main St cemetery (S)
1A5			5. Encourage the development of “neighborhood” stewardship groups
2A1	2. Maintenance and improvement of the current inventory of Conservation and open space parcels	A. Increase active stewardship and land management of Conservation land and other municipal open space parcels	1. Continue to use GIS technology to keep up-to-date lists of parcels managed by the Conservation Department
3D1		D. Aggressively pursue purchase or protection of priority open space parcels as they become available	1. Pursue priority lands identified in Tables 5-15 through 5-19.
3E2			2. Develop and distribute educational materials, seek sources of funding and support, encourage the development of “neighborhood” advocacy groups

4A4		4. Support the planning for the South Sudbury Rail Trail, Upper Charles Trail, The Southborough/Callahan South Link, and the Weston Aqueduct Greenway and Trail System
4A5		5. Develop mass transit connection points at trail heads where feasible (e.g., MWRTA bus stops at trail heads)
4A6		6. Install bike racks throughout downtown Framingham and bike lockers at train station or where appropriate
4A8		8. Re-establish trails leading to the Framingham schools
4A9		9. Complete a town-wide Pedestrian and Bicycle Plan
4B1	B. Create new parks, playgrounds, and passive facilities	1. Study the need for and develop a report that identifies priority locations/areas for new recreation facilities (consider: multiuse neighborhood fields/parks, basketball courts, tot lots, skate parks, river and pond and lake access/boat launches, dog parks, golf courses, softball fields, tennis courts, swimming pools, an amphitheater, facilities for elderly residents).
4B3		3. Pursue Brownfields grants to accommodate new facilities

APPENDIX E: Framingham Housing Plan, 2007

Framingham Housing Policy – Related to SEFSA

The Framingham Housing Plan strives to maintain and preserve Framingham's a high quality of life for all its residents. The Framingham Housing Plan develops a strategic plan for maintaining and developing a quality supply of housing in Framingham.

Framingham Housing Policy
Encourage the adoption of zoning, regulatory, permitting and other procedures that promote residential development that is appropriate to its location and is in accordance with the Plan.
Actively advocate and support the development and maintenance of a diverse housing stock throughout Framingham to ensure that quality housing is available to households and individuals at all age, economic and social levels.
Actively promote the elimination of substandard, overcrowded, or other undesirable living conditions.
Encourage housing that preserves and protects open space and marginal lands.
Support the preservation and improvement of existing public and privately owned affordable housing.

Framingham Housing Plan - Recommendations
Neighborhood Conservation
<i>Strengthen code enforcement in existing neighborhoods, using local resources and CDBG funds where appropriate.</i>
Encourage homeownership as a way to stabilize neighborhoods.
<i>Design and carry out a streetscape program to improve the appearance and condition of existing neighborhoods, focusing on street trees, pedestrian access, local parks, lighting and roadway surfacing.</i>
<i>Consider regulations to limit pavement for off-street parking within front and side yard setbacks.</i>
<i>Consider regulations to control mansionization, such as by establishing maximum floor area ratios or variable building coverage ratios that correlate with lot area, or design standards.</i>
Housing Opportunity
<i>Ensure compliance with applicable state and federal regulations pertaining to housing for people with disabilities.</i>
Affordable Housing
Preserve the affordability of existing subsidized developments.
<i>Support the Framingham Housing Authority in its efforts to rehabilitate and renovate its subsidized housing units.</i>
Work with state and federal agencies to assure continuation of housing assistance contracts.
Target redevelopment opportunities, recognizing that some of the existing subsidized developments may have capacity to support increased density.

Organizing for Housing in Framingham
That Town Meeting, the Board of Selectmen and Planning Board adopt the Housing Policies as stated in this Housing Plan.
Continue ongoing efforts to identify units that may be eligible for the Subsidized Housing Inventory but are currently not counted by the state.
Code Enforcement
Review historic code enforcement records (location data), and target CDBG funds for code enforcement in areas with high incidence of code complaints and large percentages of low- or moderate-income households.
Target CDBG funds for housing rehabilitation to areas with a large volume of code enforcement activity, e.g., by modifying the existing program design or reallocating CDBG funds to an expanded housing rehabilitation program.
Housing for Middle-Income Families
Develop a strategy for increasing opportunities for middle-income housing in Framingham.
<i>Consider zoning changes to discourage mansionization or major additions and alterations to older homes by adopting maximum “gross floor area ratio” (FAR) regulations, particularly in the Town’s smaller-lot zoning districts.</i>
<i>Modify the Affordable Housing By-Law to meet the needs of middle income families (80% - 100% AMI).</i>
Assistance for Low- or Moderate Homeowners
Evaluate the effectiveness of programs currently offered by the Town to assist low- or moderate income homeowners with property tax relief.
Identify gaps in current housing assistance programs and ways in which programs could reduce the incidence of housing cost burden for low- or moderate-income homeowners.
Assemble an information/resource kit for low income property owners, providing information on current Town programs as well as housing assistance programs offered by local or regional agencies.
Provide outreach through the Community Development Office or local non-profit charitable organizations.
Artist Live/Work Units
Determine the level of interest in artist live-work spaces in Framingham’s area.
<i>Identify potentially suitable locations.</i>
<i>Identify design standards and other requirements that should be addressed in artist live-work space regulations.</i>
<i>Consider adopting zoning to provide for artist live-work spaces in appropriate locations.</i>
Rental Preservation
Coordinate with the Framingham Housing Authority to develop a procedure for purchasing and managing units.
Consider using Section 8 vouchers for project based developments to preserve expiring use units.

Italics indicates recommendations in the Framingham Housing Plan and the Master Land Use Plan

APPENDIX F: Photos of the SEFSA

